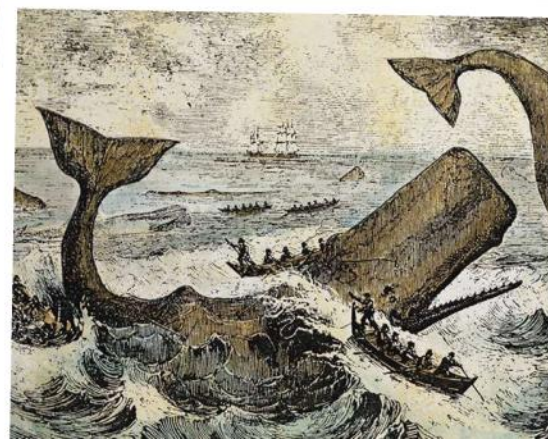
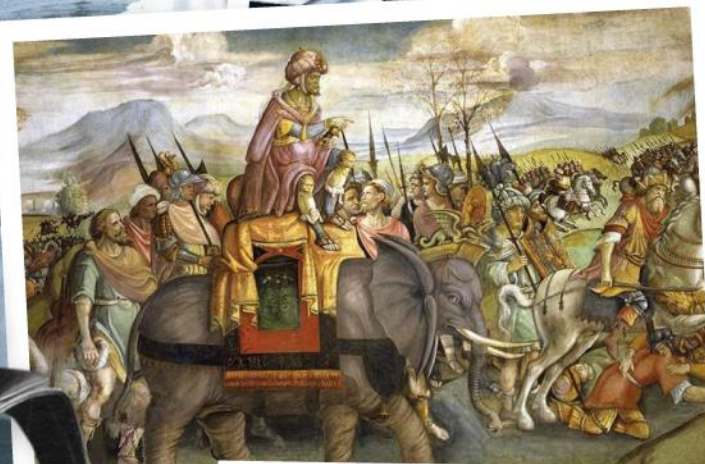
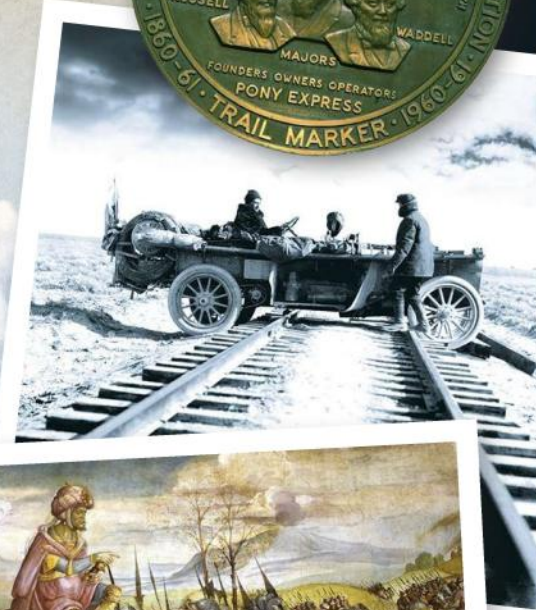
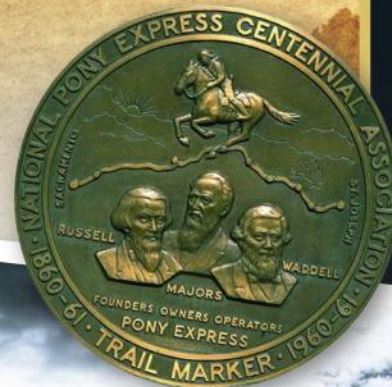


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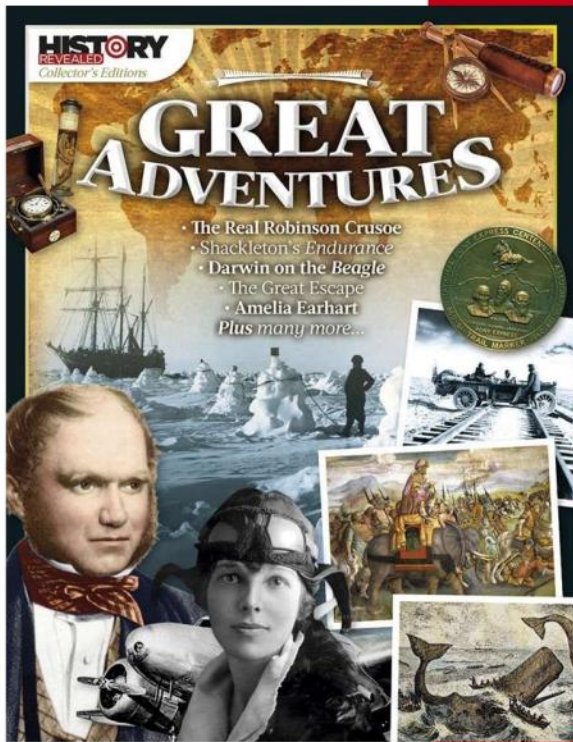
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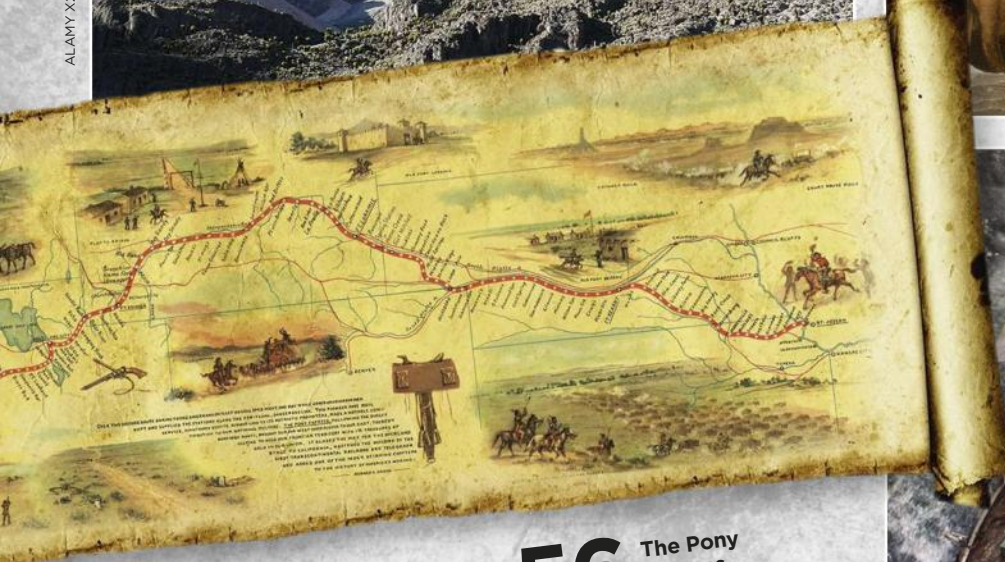
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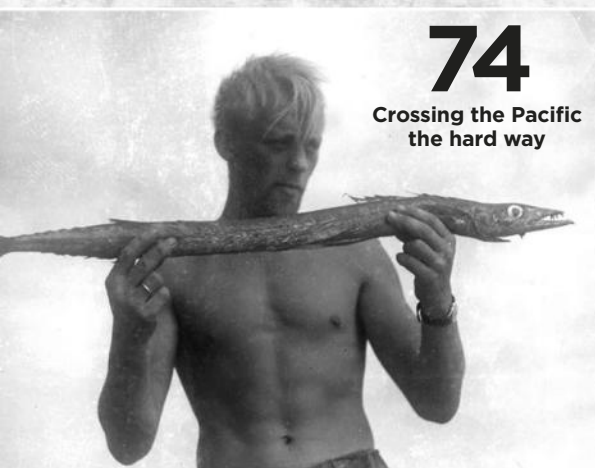
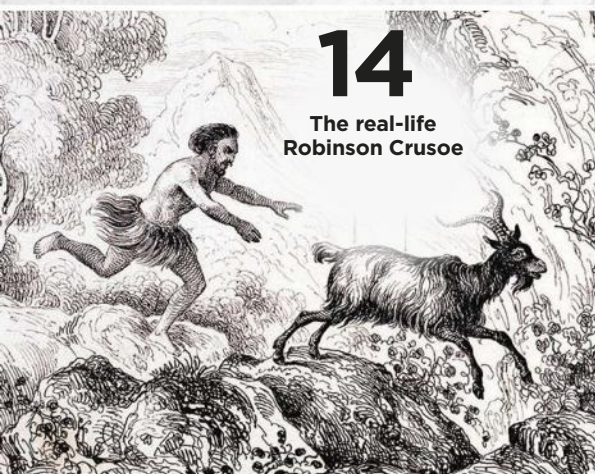
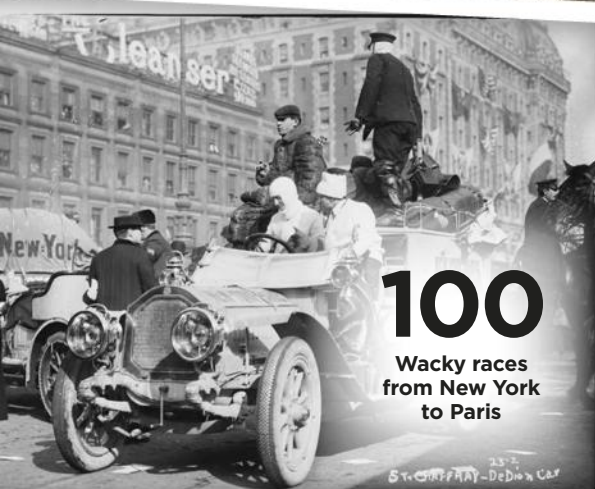
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AMELIA EARHART'S LAST FLIGHT

In 1937, the pioneering American pilot was set on one last flight – to circumnavigate the globe. But the lady of the skies would never make it home...



“I have a feeling
that there is just
about one more
good flight left in my
system **and I hope
this trip is it.**”

Amelia Earhart

GROUND CONTROL

Ahead of take-off in California, Earhart prepares her Lockheed Electra 10E for its global journey

Waiting beneath the thick cloud of the Pacific skies on 2 July 1937, the crew of the *Itasca*, a US Coast Guard cutter, listens for a message from somewhere above. Then, at 07:42: “We must be on you, but we cannot see you. Fuel is running low. Been unable to reach you by radio. We are flying at 1,000 feet.”

Itasca was the radio contact for a twin-engine Lockheed Electra plane being flown by pioneering pilot Amelia Earhart, who was attempting to bag a prize she’d set her eyes on several years earlier: “A circumnavigation of the globe, as near its waistline as could be.”

Also on board was the highly accomplished navigator Fred Noonan, celestial navigation specialist. Having left the US in May, they were two thirds of their way around the planet. But the most challenging part of the mission remained, with 7,000 miles of flying across the immense Pacific Ocean still ahead of them. If all went to plan, Earhart would touchdown back in America, just in time to celebrate her 40th birthday.

This leg was technically the toughest of the entire route. They’d taken off from Lae in Papua New Guinea into dense cloud – problematic when using celestial navigation – and Noonan had to locate Howland Island, a tiny point in the Pacific, under 2 miles long and 0.5 miles wide, where the highest point is just over 5 metres above sea level.

The *Itasca* and two other ships close to the island had been instructed to illuminate themselves loud and proud, to help the pilot and her navigator to locate them if need be.

Leo Bellarts, the *Itasca*’s radio operator, had been listening to progress reports from Earhart since 02:45 that morning, but was experiencing problems contacting her. At 06:14, she’d informed him they were within 200 miles of the island. He responded, and yet again his voice vanished into the void.

With the realisation that the boat’s RDF system couldn’t talk to the plane’s 3015 kHz frequency, Bellarts says he was left simply “sitting there sweating blood because I couldn’t do a darn thing about it”.

At 08:45, Earhart spoke once more: “We are running north and south.” And then silence. The world-famous aviatrix had disappeared.

TRUE PIONEER

Earhart’s round-the-world odyssey began in Oakland, California, on 20 May 1937, but her journey towards a global circumnavigation attempt had started as early as 1904, when a seven-year-old girl with a precocious sense of adventure and slim regard for personal safety built a ramp from the roof of the family shed and propelled herself down it in a wooden box. The young Amelia Earhart emerged from the resulting splinters and enthused to her younger sister: “Oh, Pidge, it’s just like flying!”

THE MAIN PLAYERS



AMELIA EARHART

Aviation pioneer, first president of The Ninety-Nines (an organisation for women pilots) and the most famous aviatrix (as early female pilots were known at the time) ever.



FREDERICK NOONAN

Earhart’s navigator. A sea captain and aviation pioneer, he charted many routes across the Pacific for commercial airlines.



PAUL MANTZ

Plane racer and Hollywood stunt pilot. Taught Earhart to fly the Electra and went into business with her. Died filming *The Flight of the Phoenix* (1965).

GEORGE PALMER PUTNAM

Publisher, author and explorer. Instrumental in managing Earhart’s public image. Married her in 1931.

NETA SNOOK SOUTHERN

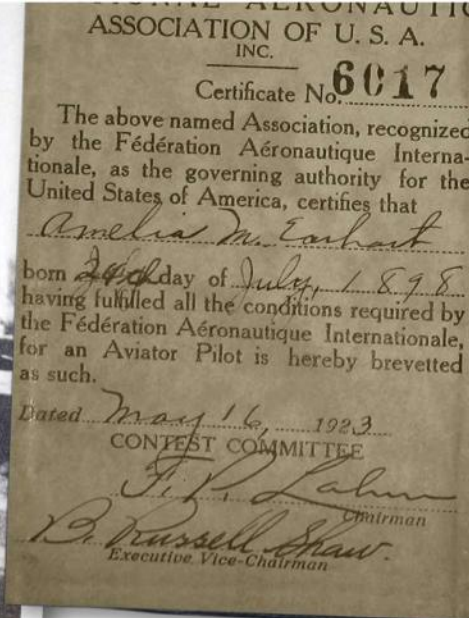
Pioneering aviator with a long list of firsts. She taught her friend, Earhart, to fly.

LIFELONG PASSION

BELOW: Though from a standard middle-class upbringing, the young Amelia yearned to fly
FAR BELOW: The aviatrix’s iconic flight goggles – they fetched \$17,775 at a 2011 auction

MAIN: Crowds gather to wave Earhart off in Northern Ireland after her solo Atlantic flight





“That little red airplane said something to me as it swished by”



A PILOT'S LIFE

LEFT: Two pioneers – Earhart with her teacher and friend, Neta Snook
RIGHT: Earhart's US pilot's licence

In her 20s, while watching a World War I flying ace at an air show, Earhart was swooped and buzzed by the pilot. “I believe that little red airplane said something to me as it swished by,” she said later. In 1920, racing pilot Frank Hawks took Earhart flying. After 10 exhilarating minutes in the sky, her mind was set: she would learn to fly.

Within months she became the pupil-prodigy of Anita ‘Neta’ Snook, one of the earliest female pilots, and on 15 May 1923, Earhart became just the 16th woman to be issued a pilot's license.

By the mid twenties, Earhart held an altitude record for female flyers and had started writing about aviation for newspapers. She was also building the foundation of a support organisation for female pilots.

A surprise phone call resulted in Earhart joining a flight from Newfoundland to Wales on 17 June 1928.

The plane was piloted by Wilmer Stultz, with Louis Gordon acting as mechanic and co-pilot. Earhart didn't touch the controls, but found fame as the first woman to have flown across the Atlantic. “I was just baggage, like a sack of potatoes,” she said afterwards. “Maybe someday I'll try it alone.”

Earhart became the first woman to do a solo return flight across North America in 1928, and she took up air racing in 1929, competing in the first Santa Monica-to-Cleveland Women's Air Derby. During the race – which was nicknamed the ‘Powder Puff Derby’ – Earhart sacrificed her chance of victory by rescuing friend and fellow pilot Ruth Nichols, who had crashed during take-off.

By now she was writing for *Cosmopolitan* and endorsing products from Lucky Strike cigarettes to luggage. All the time her fame was growing, aided by her relationship with publicist George Putnam, who she later married.

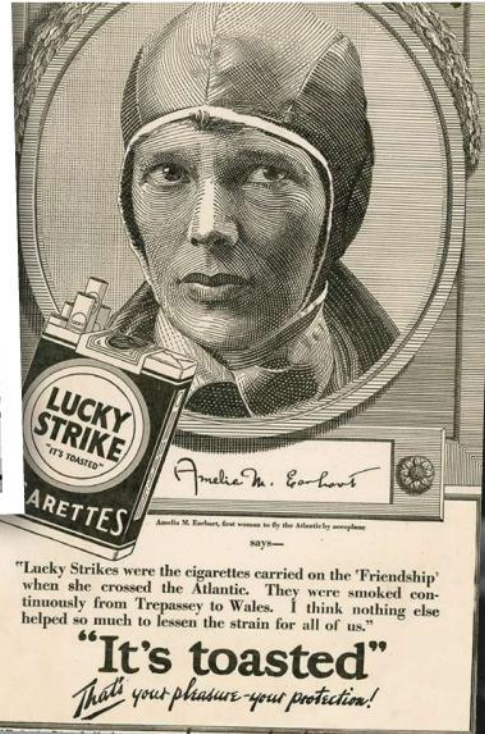
Her first solo Atlantic flight attempt took place in 1932, with Earhart taking off from Newfoundland and aiming for Paris. It didn't

10

The number of dollars paid, at a 1920 airshow, by Earhart's father for her first flight



GREAT ADVENTURES AMELIA EARHART



go entirely to plan – she landed in a field in Northern Ireland – but she was highly decorated for her achievement.

GLOBAL AMBITIONS

Many more firsts, records and race achievements followed, and serious planning for the round-the-world attempt began in 1936, with the purchase and modification of a Lockheed Electra 10E. Earhart received training on how to fly the aircraft from Hollywood stunt pilot Paul Mantz.

Initially, Earhart planned to travel westwards, taking on the vast Pacific puddle first, with Fred Noonan as navigator to Howland Island. Captain Harry Manning would then replace Noonan and go as far as Australia, from where Earhart would fly back to the States solo.

This trio, plus Paul Mantz as technical advisor, flew from Oakland to Honolulu, Hawaii, on 17 March 1937. When Earhart attempted to take off from Pearl Harbor three days later, however, the plane ground-looped and was severely damaged. Mantz blamed the accident on pilot error, but witnesses said a tyre blew.

After this mishap, Earhart didn't announce that her second attempt to fly around the planet had begun, until she and Noonan had already completed the first stage, from Oakland to Miami, Florida. The direction of the trip had been reversed, due to prevailing weather conditions, and Noonan was now navigator for the entire trip.

Putnam and a mechanic were also on-board for the US-crossing, during which they stopped to refuel in Burbank, California, Tucson, Arizona (where the plane caught fire, forcing an overnight stay) and New Orleans, Louisiana.

Finally the expedition was publicly announced, and on 1 June, Earhart and Noonan left Miami for San Juan, Puerto Rico, 1,038 miles across the Caribbean Sea. From Puerto Rico, they flew to Caripito, Venezuela, then continued down the South American coast, stopping at Paramaribo (present-day Suriname), and then Fortaleza and Natal in Brazil.

On 7 June, Earhart and Noonan set a new record for an eastern crossing of the South Atlantic (1,961 miles in 13 hours and 22 minutes) despite missing their intended stop in Dakar and having to divert north to Saint Louis in French West Africa (now Senegal).

They sustained some damage from a heavy landing in Fort-Lamy (now N'Djamena, Chad) and repairs were made in El Fasher, Sudan before continuing to the capital, Khartoum. They nailed another first by flying non-stop from the Red Sea to Karachi in India (now in Pakistan). Reaching Calcutta (Kolkata) on 17 June, they continued to Rangoon, Burma (now Yangon, Myanmar), Bangkok, Siam (Thailand), the city of Singapore and Bandoeng (now Bandung, Indonesia) where, delayed by a monsoon, they found time to repair several faulty instruments.

2,556

The distance, in miles, from Earhart's last stopover, Lae, New Guinea, to Howland Island

Earhart suffered from dysentery here, but on 27 June they left for Darwin, Australia, where they ditched their parachutes, reasoning that they'd be useless over the Pacific. Two days later they were in Lae, preparing for the tricky leg to Howland Island.

On 2 July, at exactly 00:00 hours GMT, Earhart and Noonan left Lae with 1,000 gallons of fuel, giving them up to 21 hours of flying time. They were never seen again.

SEARCH MISSION

President Roosevelt, whose wife knew Earhart, authorised a colossal air and sea search – the biggest of its kind to date – with 66 planes and nine boats scouring 250,000 square miles of ocean. Nothing was found, and Earhart was declared dead on 5 January 1939.

Earhart and Noonan's fate has been debated for decades, with theories ranging from the preposterous (Earhart, spying for Roosevelt, was captured by the Japanese and forced to work as Tokyo Rose during World War II) to the more prosaic and plausible – they ran out of fuel, ditched and drowned.

One theory suggests the plane landed on nearby Gardner Island (now Nikumaroro) where several interesting items have been found, including a navigator's sextant box. Furthermore, in 1940, a British colonial officer found human remains on the island that he believed were European and female. The bones were sent to Fiji for analysis, but were lost. And so the location of Earhart's final stop, and the end of her great adventure, remain a mystery. 📍

PUBLIC IMAGE

LEFT: Putnam, Earhart's publicist and husband, helps the pilot after her transcontinental flight of June 1931
ABOVE: Famous around the world, Amelia secured many lucrative advertising deals

1 OAKLAND, CALIFORNIA

United States

On 20 May 1937, Earhart and Noonan quietly depart the west coast of America to begin their second attempt at flying round the globe.



GET HOOKED

BOOK

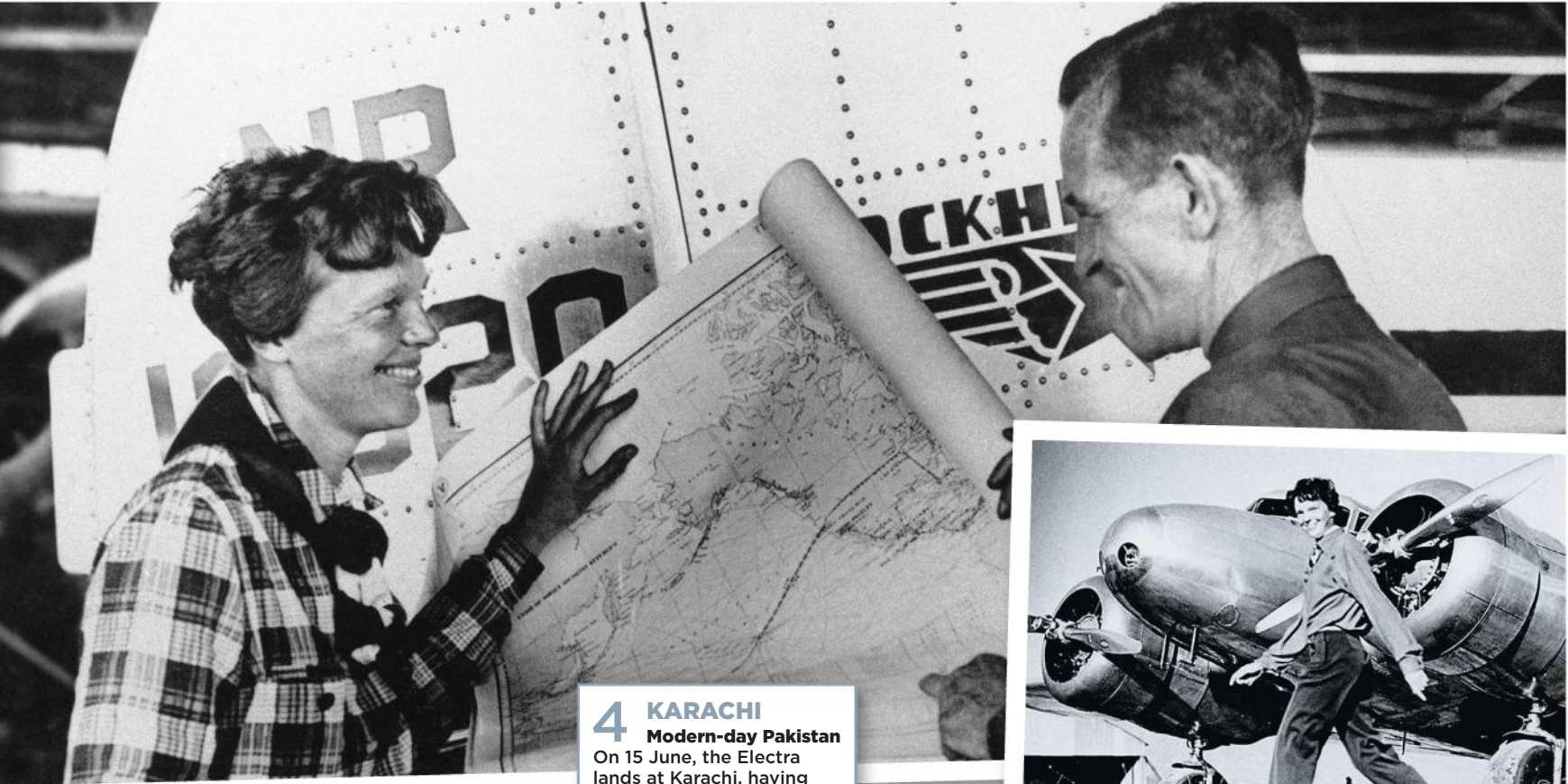
East to the Dawn (1997) by Susan Butler is a full biography and includes Earhart's alleged affair with American aviator Gene Vidal.

TRAVEL

In Burry Port, Wales, where Earhart landed after her Atlantic crossing, there are engraved plaques, while the Amelia Earhart Centre is located just outside Derry/Londonderry, Northern Ireland.

GEOGRAPHY

Earhart's flight wouldn't have been the first circumnavigation of the globe – some commercial airlines were already essentially flying around the world, many using routes mapped by Noonan. It would have been the longest (29,000 miles) though, as it was a near-equatorial route. Earhart hopped from airfield to airfield across the world, 20-odd hours at a time.



2 MIAMI, FLORIDA United States

Having made public their round-the-world attempt, the duo take off on 1 June 1937, bound first for San Juan in Puerto Rico.

4 KARACHI Modern-day Pakistan

On 15 June, the Electra lands at Karachi, having taken off from Assab in Eritrea, and Earhart becomes the first person to fly non-stop from the Red Sea to India.

5 BANDOENG Now called Bandung, Indonesia

From 21-27 June the team is grounded by a monsoon. The pilot is also unwell and repairs to the aircraft are required.

ADVENTURE TIME

LEFT: Earhart and Noonan discuss the last leg of their route

ABOVE: Earhart strides past her plane, the Electra

6 DARWIN Australia

Arriving 28 June, they packed and posted home their parachutes from here, reasoning they would be useless over the Pacific.

3 SAINT LOUIS Modern-day Senegal

Leaving Natal, Brazil on 7 June, the aviators set a record for an eastern crossing of the South Atlantic. Finding themselves off course for the intended stopping point of Dakar, they divert to Saint Louis, about 100 miles north.

7 LAE Papua New Guinea

Earhart and Noonan's last stop before leaving at noon (local time) on 2 June for Howland Island, which lies over International Date Line. This is the last place they are seen.

8 HOWLAND ISLAND United States

Difficult to locate, this tiny island in the middle of the Pacific, between Australia and Hawaii, is the intended refuelling spot. But Earhart and Noonan never make it.





**GREAT ADVENTURES
AMELIA EARHART**





17 MARCH 1937
Earhart commands her Lockheed
Electra 'Flying Laboratory' over the
Golden Gate Bridge, in California,
during the aborted earlier attempt

GETTY



ALEXANDER SELKIRK: THE REAL ROBINSON CRUSOE

It's an extraordinary tale, that of a hot-headed Scottish streetfighter, sailor and buccaneer who found temporary solace on a desert island and inadvertently became the muse for the world's most famous fictional castaway. But who was the man behind the myth?

ART ARCHIVE XI, BRIDGEMAN IMAGES XI



SOLITARY CONFINEMENT

Raising a defiant fist, Captain Thomas Stradling leaves the island of Más a Tierra, seemingly abandoning the volatile Selkirk forever

“Solitude and retirement from the world is not such an insufferable state of life as most men imagine”

Captain Woodes Rogers



GREAT ADVENTURES ALEXANDER SELKIRK

Young Alexander Selcraig was a renowned ne'er-do-well - yet he would become the most celebrated son of the small Scottish fishing village of Lower Largo, Fife. For reasons unknown, his surname changed to Selkirk, but the most famous chapter of his incredibly storied life will always be associated with a completely different moniker: Robinson Crusoe.

In truth, though, the adventures of the real man were much more dramatic than those dreamed up by Defoe for the principal character in his famous novel, and most of the action took place before and after his time in solitude.

Born in 1676, the seventh son of a cobbler and tanner, Selcraig was several times hauled in front of the kirk (church) authorities who bossed the strictly Presbyterian village of Lower Largo - once for beating up several members of his immediate family when they laughed at him for accidentally drinking saltwater.

Perhaps it was to escape his ruffian past that he changed his name, but the roustabout found his calling when he began life on the high seas. In his late 20s, Selkirk, as he was by then known, joined the crew of a buccaneering expedition to the South Seas led by English privateer William Dampier, sailing from Kinsale in Ireland in 1703.

The War of the Spanish Succession was raging between the major European powers and Dampier's two ships carried letters of marque from the Lord High Admiral, authorising them to attack vessels flying the flags of England's enemies and to seize their cargo. This paperwork marked the sole difference between privateers and pirates.

Dampier captained the *St George*, while Selkirk - by now an experienced sailor - served as sailing master on the *Cinque Ports* under Captain Charles Pickering. Travelling around 50 miles a day, the ships passed Madeira and the Cape Verde Islands before striking out across the Atlantic to Brazil.

DISEASE AND DEATH

Conditions on board were dire. The food was terrible, the ships were cramped and the men suffered horribly from scurvy and fever, which claimed Pickering's life. He was succeeded by his unpopular young lieutenant, the 21-year-old Thomas Stradling.

The expedition teetered on the edge of mutiny many times but, by February 1704, both ships had survived a tempestuous rounding of Cape Horn and were heading up the coast of Chile. Here they engaged in a fierce battle with a heavily armed French ship, the *St Joseph*, but she escaped and warned the Spanish of their presence in the Pacific.

Storms separated the two English ships for a period and they were united just in time for Dampier to quell a revolt on the *Cinque Ports*. Both captains subsequently faced down rebellions. Stradling's arrogant demeanour angered those working under him, while

THE MAIN PLAYERS



ALEXANDER SELKIRK / SEL CRAIG

Scottish seafarer, privateer, castaway, global circumnavigator and principle inspiration for Defoe's *Robinson Crusoe*.



WILLIAM DAMPIER

Sea captain, privateer, explorer and botanist. Led the expedition that took Selkirk to the South Seas and identified the castaway when he was rescued.



WOODES ROGERS

English sea captain, privateer and, later, renowned pirate hunter. Led the expedition that rescued Selkirk.

THOMAS STRADLING

Privateer and captain of the *Cinque Ports*, who left the outspoken Selkirk marooned on Más a Tierra Island.

DANIEL DEFOE

Prolific writer, author of *Robinson Crusoe*, widely considered the first novel written in English. Met Woodes Rogers.

WILL

Indian of the Miskito tribe who spent three years as a castaway on Más a Tierra prior to Selkirk.

NO MAN IS AN ISLAND

RIGHT: Selkirk became a spiritual man while marooned, seeking solace in the Bible

FAR RIGHT: The Chilean government renamed Más a Tierra as Robinson Crusoe Island in 1966

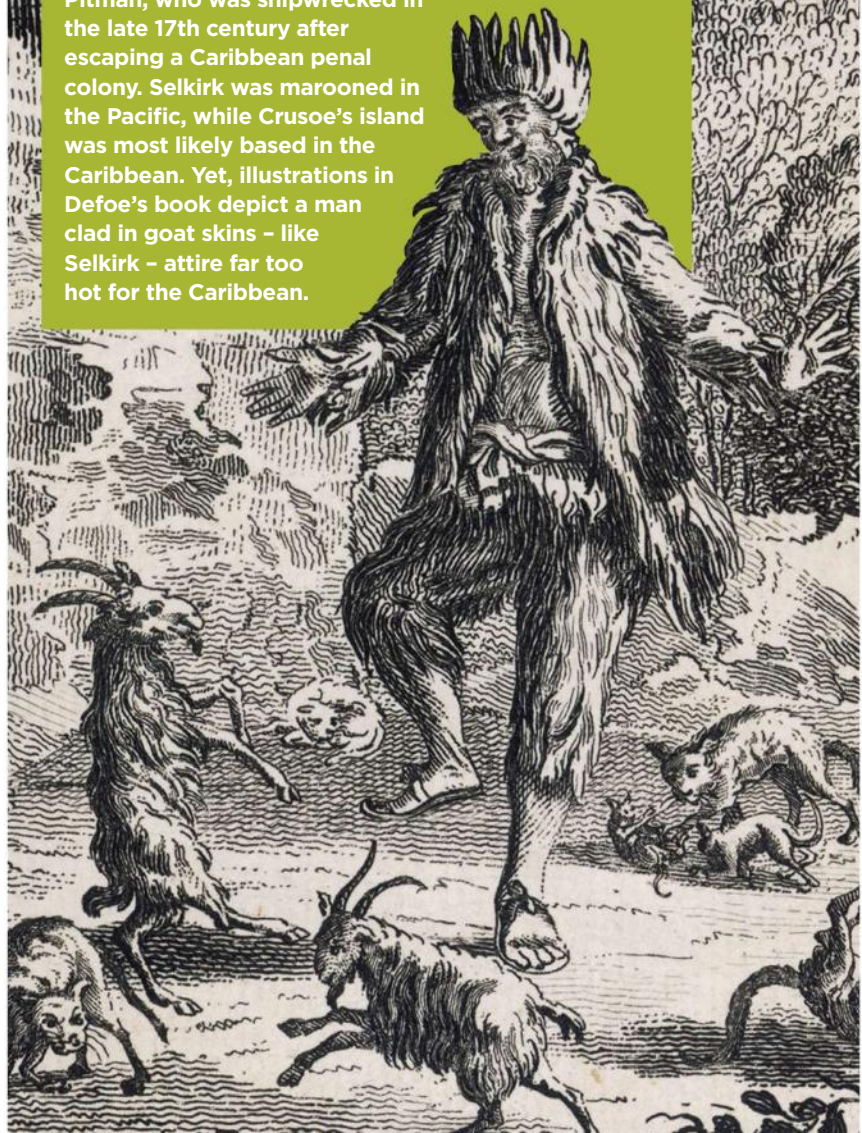
MAIN: Selkirk became adept at hunting the island's goats, preferring to catch them by hand rather than using his musket
INSET: Selkirk's few worldly possessions were placed in this wooden sea-chest when he was abandoned by Captain Stradling



WHO WAS THE REAL ROBINSON CRUSOE?

Alexander Selkirk's misadventures provided the inspiration for Daniel Defoe's *Robinson Crusoe* (1719). At least, that's the accepted wisdom. It's certainly possible Defoe had heard Selkirk's story as accounts were written by Woodes Rogers (who Defoe met) and Richard Steele (Defoe's friend) in 1712 and 1713, respectively. However, despite claims Defoe met Selkirk - in Bristol's old Llandoger Trow pub, according to legend - there's no evidence to back this up. In fact, Defoe may have based his hero on a number of castaways.

Mooted sources include Robert Knox's 1681 account of his abduction by the King of Ceylon, and a 12th-century work by Moorish philosopher Ibn Tufail. Another intriguing possibility is the tale of Dr Henry Pitman, who was shipwrecked in the late 17th century after escaping a Caribbean penal colony. Selkirk was marooned in the Pacific, while Crusoe's island was most likely based in the Caribbean. Yet, illustrations in Defoe's book depict a man clad in goat skins - like Selkirk - attire far too hot for the Caribbean.





**“The astonished
sailors were
greeted by
a half-crazed,
hairy Selkirk clad
in a goatskin”**

Dampier was reportedly too fond of the bottle and too willing to let foreign ships escape before his men could get their desired share of treasure.

After a failed raid on Santa María, a gold-mining town on the Gulf of Panama, the expedition finally met with success when they captured the cargo-laden *Asunción*. Selkirk was briefly placed in command of the prize but, after relieving it of wine, brandy, sugar and flour, Dampier suddenly decided to let the ship go.

Stradling and Dampier fell out when the younger man accused the expedition leader of being a drunk and a coward; in May 1704, the *Cinque Ports* split from the *St George* and spent the summer months hunting prey alone.

The *Cinque Ports* was in a terrible condition, however, with her rotten and worm-riddled boards letting in so much water that the crew were bailing night and day. In September, she limped into the remote and uninhabited Juan Fernández archipelago, 420 miles off the coast of Chile, and dropped anchor.

JUMPING SHIP

On the deserted island of Más a Tierra, the *Cinque Ports* was restocked, but not repaired. As Stradling issued the order to depart, Selkirk stated he'd rather stay on the island than sail in a ship that wasn't seaworthy.

Stradling took the outspoken sailor at his word and, permitting him to keep a few personal items, left the Scotsman stranded on the sand. If Selkirk was bluffing, his ploy had failed spectacularly. Regretting his impetuous outburst, he pleaded with the captain to let him back on board, but Stradling refused and sailed away.

It would be more than four years before Selkirk would see another friendly human face, but his seemingly rash decision was eventually vindicated. A short time later the *Cinque Ports* sank off the island of Malpelo, 250 miles from the coast of modern-day Colombia. All but a handful of the crew were lost and the survivors, including Stradling, were captured

£800

Selkirk's share of the spoils from his post-rescue privateering escapades with Captain Woodes Rogers



GREAT ADVENTURES ALEXANDER SELKIRK

by the Spanish and spent at least four years imprisoned in worse conditions than the man they'd left marooned.

FOUR YEARS OF SOLITUDE

Selkirk was left disconsolate on the beach, staring at his worldly possessions – a knife, hatchet, cooking pot, his navigation tools, some bedding, a musket, pistol, gunpowder, two pounds of tobacco, a hunk of cheese, a few dollops of jam, a flask of rum and a Bible.

He was a resourceful man, however, and after a period of despair – during which he contemplated suicide – Selkirk began to explore his surroundings and make the best of the situation. Initially sticking close to the sea, scouring the horizon for passing ships, he was eventually driven inland by the unbearable noise of elephant seals mating on the beach.

On a strategic spot on a hill, he built two huts, one for sleeping and one for cooking. Rats tormented him initially, but he domesticated feral cats to keep them at bay and provide him with some meagre company.

The island offered plenty of edible fruits and vegetables, and he caught fish and lobsters from the beach. To vary his diet – and to replace deteriorating clothing – he shot goats that roamed the island and used skills learned from his father to fashion the skins into garments. In time, he became so skilled at hunting the goats that he no longer needed to use the musket, chasing them down on foot instead.

Unlike Defoe's *Crusoe*, Selkirk never kept a diary and never met a Man Friday to keep him company. Almost everything that's known about his long and lonely island existence comes from two secondhand accounts, one written by Woodes Rogers, the captain of the ship that eventually picked him up, and the other penned by the Irish writer Richard Steele, who interviewed Selkirk in 1711 for the magazine *The Englishman*.

After accepting his fate, the erstwhile tearaway apparently discovered spirituality. He studied his Bible, chanted psalms and prayers, and took pleasure from observing the island's animals. Selkirk never gave up hope of salvation, however. He maintained a daily vigil from a lofty lookout and kept a fire going at all times.

Two ships did briefly stop at the island, but both were flying the Spanish flag, which promised the kind of rescue the privateer could do without. If captured by Spaniards, he could expect imprisonment – and possibly worse – so he avoided contact. At one point, he was spotted and chased by Spanish sailors and only escaped by climbing high into a tree, which his pursuers proceeded to urinate against, not knowing their prey was in the branches above.

Eventually, however, on 2 February 1709, four years and four months after being marooned,

he spied two English ships: the *Duke*, captained by Woodes Rogers, and the *Duchess*.

As a landing party reached the beach, the astonished sailors were greeted by Selkirk in all his hairy, goatskin-clad glory, half-crazed with excitement and with his powers of speech much affected by years of being alone. Incredibly, his old captain William Dampier was on board the *Duke* as navigator and was able to vouch for Selkirk's identity.

The 'wildman' soon endeared himself to his rescuers, who were suffering from the ravages of months at sea, by catching goats and presenting them with fresh vegetables.

THE LONG WAY BACK

Selkirk had found salvation, but he was not destined for a speedy journey home. Rogers was leading a privateering expedition, similar to the one the Scotsman had been on when he was marooned, and they had plenty of plundering left to do.

It didn't take long for old privateering habits to resurface through the skin of spirituality that Selkirk had sprouted during his solitary sojourn on the island.

Impressed by his new crewman's vigour and skill, Rogers made Selkirk the *Duke's* second mate, before putting him in command of the *Increase*, a ship captured from the Spanish, which was eventually ransomed back.

Selkirk later led an infamous boat raid up the Guayas River at Guayaquil in modern-day Ecuador, where concealed jewels were taken from the clothing of wealthy Spanish women, and played an influential role in the capture of the *Nuestra Señora de la Encarnación y Desengaño* off the coast of Mexico. As sailing master on this prize, renamed the *Batchelor*, he voyaged through the East Indies.

Rounding the Cape of Good Hope as sailing master on the *Duke*, Selkirk's eight-year circumnavigation of the globe was completed on 14 October 1711, when he sailed up the Thames and finally landed back on British soil – where celebrity, if not happiness, lay waiting. 🎯

7,500

The distance in miles on a signpost in Selkirk's birthplace, Lower Largo, pointing towards 'Juan Fernandez Island' – or Más a Tierra.

GET HOOKED

TRAVEL

Visit Más a Tierra. Renamed Robinson Crusoe Island, it's now inhabited by a small community and welcomes tourists.



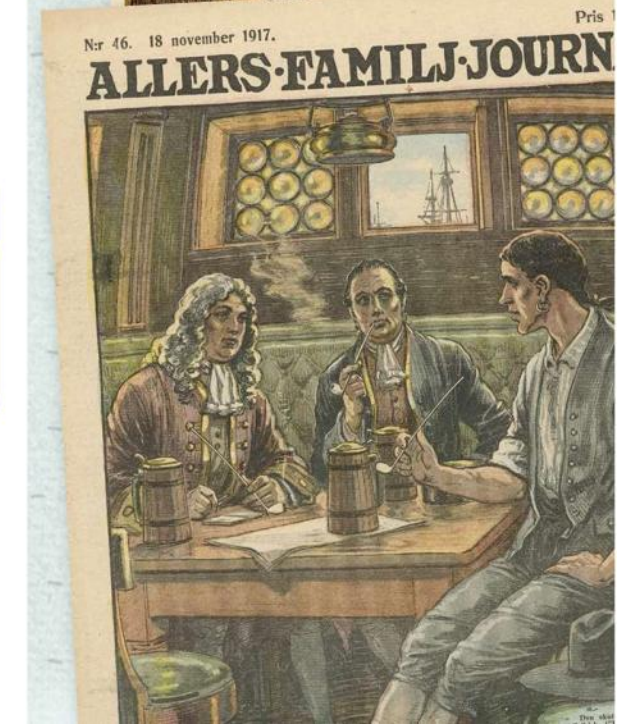
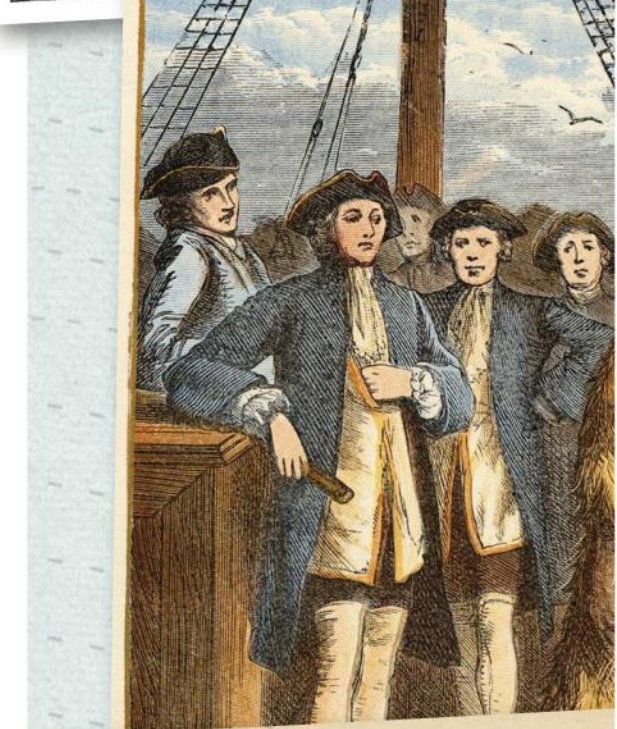
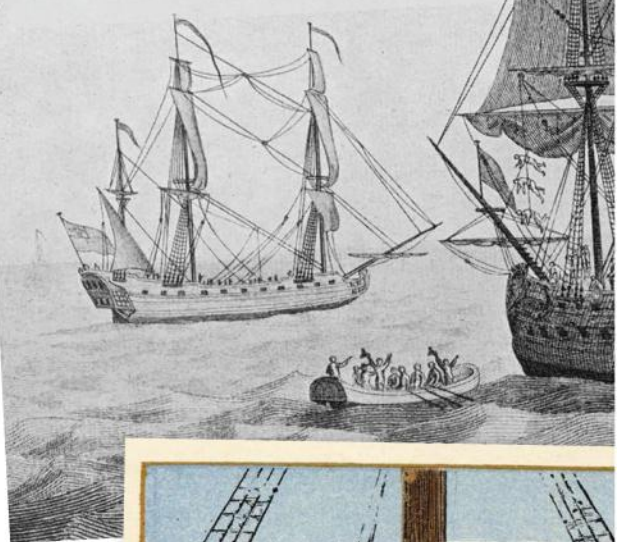
WHAT DO YOU THINK?

Do you think that Captain Stradling was justified in abandoning Alexander Selkirk to an unknown fate?

Email: editor@historyrevealed.com







RESCUE MISSION

THIS PIC: After nearly four-and-a-half years alone, the *Duke* was Selkirk's saviour
BELOW: An artist's impression of the moment that the hairy Scotsman first met Woodes Rogers on board the *Duke*
BOTTOM: Back in Britain, Selkirk is imagined recounting his adventures to Daniel Defoe



GEOGRAPHY

Alexander Selkirk spent four years and four months as a castaway on a deserted island known as Más a Tierra in the uninhabited archipelago of Juan Fernández. He wasn't the only person to become marooned there. A few years before the Scotsman's ordeal, a Miskito Indian named Will was abandoned by the English boat on which he'd been serving. Will survived alone for three years before being rescued and is believed to be the inspiration for Man Friday in *Robinson Crusoe*.

-  Outbound route
-  Return route
-  Storm
-  Battle
-  Cinque Ports sinking
-  The Duke

1 11 SEPTEMBER 1703

The privateer ships *St George* and *Cinque Ports* leave Kinsale in Ireland, bound for the South Seas, under the command of Captain William Dampier. Selkirk is aboard the *Cinque Ports*.

3 MAY 1704

Following an unsuccessful raid on Santa María, a gold-mining town on the Gulf of Panama, Dampier and Captain Thomas Stradling fall out. The *Cinque Ports* separates from the *St George*.

6 1709-10

Along with Woodes Rogers, Selkirk takes part in an attack on Guayaquil in present-day Ecuador, leading a raiding party up the Guayas River, as well as capturing the Spanish ship *Nuestra Señora de la Encarnación y Desengaño* off the coast of Mexico.

4 SEPTEMBER 1704

The *Cinque Ports* stops at the Juan Fernández archipelago to resupply. Selkirk is marooned on the island of Más a Tierra after very vocally complaining about the ship's seaworthiness.

7 14 OCTOBER 1711

Selkirk arrives back on British soil, passing the Downs off the coast of Kent aboard the *Duke* before travelling up the Thames.

2 FEBRUARY 1704

The *St George* and the *Cinque Ports* survive severe storms and successfully sail around Cape Horn.

5 2 FEBRUARY 1709

Four years and four months after being marooned, Selkirk is rescued when the twin privateer ships *Duchess* and *Duke*, commanded by Captain Woodes Rogers, arrive at Más a Tierra.





GREAT ADVENTURES SHACKLETON'S ENDURANCE



NEW RECRUITS

LEFT: The legend is that Shackleton received more than 5,000 responses to his advertisement in *The Times*. But some historians believe the advert to be apocryphal

BELOW: Laughs and photographs on board the *Endurance* after leaving London. The good times would not last for the crew, however

qualified. M. L. Barker, 1408 Chapman Bldg.

MEN WANTED
for hazardous journey, small wages, bitter cold, long months of complete darkness, constant danger, safe return doubtful, honor and recognition in case of success.
Ernest Shackleton 4 Burlington st.

ME
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SHACKLETON'S ANTARCTIC RESCUE MISSION

The incredible story of Ernest Shackleton's ill-fated journey to the Antarctic, and his crew's desperate fight for survival

“From the moment her hull splintered, the crew’s home – their umbilical cord to the rest of the planet – **was gone**”



A WAY IN THE DARK
Stranded in the Antarctic's frozen grip, the crew ties rope around ice mounds to serve as a guide, 1915

THINKSTOCK XI, ALAMY XI, JOHN HYATT XI, GETTY XI



GREAT ADVENTURES SHACKLETON'S ENDURANCE

**A BIRD ON
EACH ARM**
Navigator
Hubert Hudson
was the crew's
top penguin
catcher

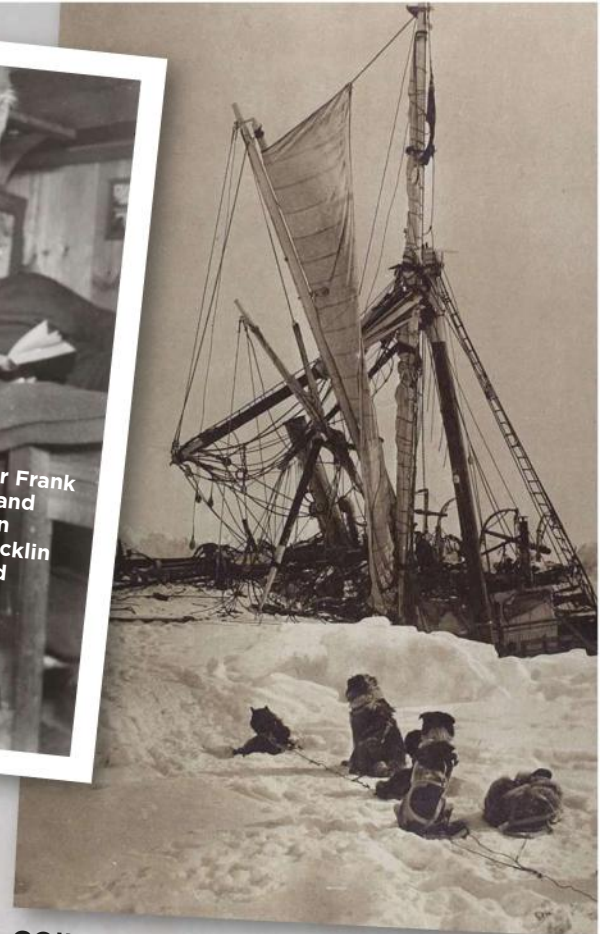


TIME OUT
Photographer Frank
Hurley (left) and
ship's surgeon
Alexander Macklin
relax on board
Endurance



A DOG'S LIFE
More than 50 dogs took part in
the *Endurance* expedition,
none of whom made it home

GOING NOWHERE
A team of dogs looks on at the
wreck of the *Endurance* as
she lay crushed in the Weddell
Sea ice, early 1915



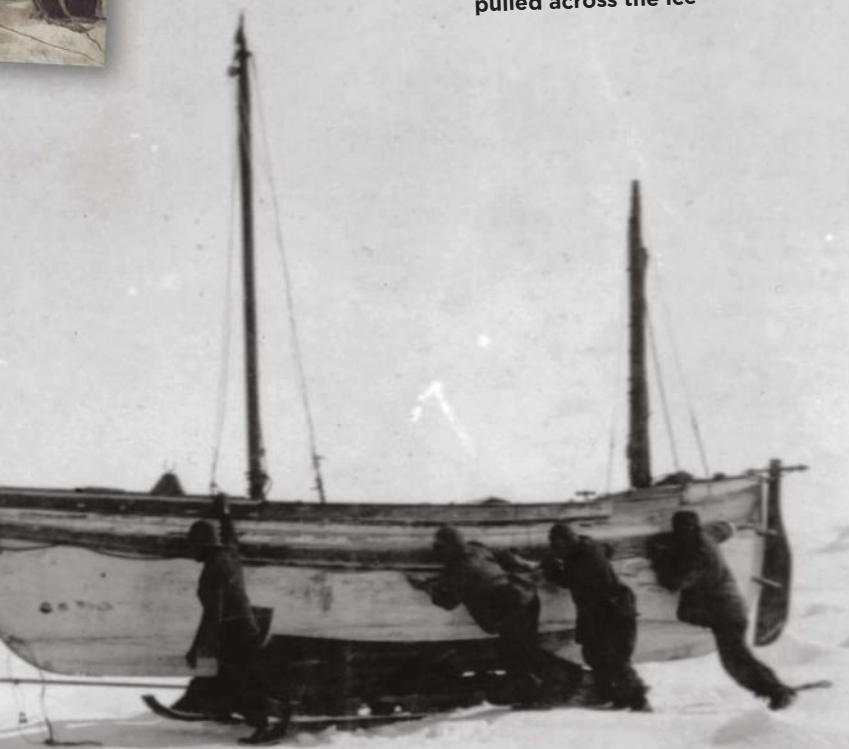
“Two options remained:
sit on the ice and die, or
find a way home”



THE FINAL CUT

ABOVE: The ship's crew try in vain to free the *Endurance* from nature's icy grip

BELOW: The *James Caird* is pulled across the ice



The *Endurance* had been held fast in the frozen fist of the ice pack for nine months when, with an almighty cannon-shot bang, the cold claw finally clenched.

It took a month for the ship to sink, but from the moment her hull splintered, the crew's home – their escape vessel, their umbilical cord to the rest of the planet – was gone. It was 24 October 1915, and the expedition that had brought them to the bottom of the globe was a failure before it had begun.

No rescue would arrive from the outside world, which was now in the grip of World War I. Two options remained: sit on the ice and die, or find a way home.

The crew were led by Irish-born adventurer Ernest Shackleton, who had named the *Endurance* after his family motto – *Fortitudine Vincimus* ('by endurance we conquer'). His dream of leading the first team across Antarctica may have been crushed with his ship's ribs, but Shackleton had one thing left to conquer: huge odds favouring the loss of his entire party.

THE JOURNEY BEGINS

Unknown to Shackleton when he planned his Antarctic odyssey, the *Endurance* expedition was to mark the end of the heroic age of Antarctic exploration. Patriotic rivalry between explorers would soon be replaced by armed hostilities between nations in the shape of World War I.

Yet even while war loomed, two men were eyeing an as yet unclaimed polar prize. Norwegian explorer Roald Amundsen had won the race to the South Pole in December 1911, narrowly beating the unfortunate Captain Scott to the bottom of the globe, but no one had traversed the frozen southern continent from sea to sea. Shackleton covetously described the challenge as the "one great main object of Antarctic journeyings".

Shackleton was well versed in "the white warfare of the south". His involvement in Scott's 1901–04 *Discovery* expedition may have been cut short on the grounds of poor health, but he later led the 1907–09 *Nimrod* expedition to the Antarctic, and in January 1909 came within 180 kilometres of the South Pole.

In the same month that Amundsen conquered the South Pole, a German party led by Wilhelm Filchner attempted a continental crossing from the Weddell Sea to the Ross Sea. Although Filchner failed to even establish a base camp, he proved it was possible to land at Vahsel Bay. Shackleton was watching.

On 8 August 1914, just four days after Britain had declared war on Germany, the *Endurance* sailed from Plymouth to South Georgia. In December, Shackleton and his 27-man crew (including the stowaway they picked up at Buenos Aires) departed for Vahsel Bay. The plan: to land 14 men, six of whom would form the transcontinental party, taking with them enough supplies to reach the Ross Ice Shelf.

THE MAIN PLAYERS



SIR ERNEST SHACKLETON

A natural leader. Engendered such loyalty that men would follow him to the Earth's end.



FRANK WORSLEY

New Zealander. Captained the *Endurance* and steered the *James Caird* to South Georgia.



FRANK HURLEY

Australian adventurer and photographer. Covered two Antarctic expeditions and World War I.



FRANK WILD

Shackleton's second-in-command, left in charge on Elephant Island. Survived five Antarctic expeditions.



AENEAS MACKINTOSH

Captain of the *Aurora*. Died after laying supply depots on McMurdo Sound, probably by falling through ice.



GREAT ADVENTURES SHACKLETON'S ENDURANCE

A second ship, the *Aurora*, sailed to the Ross Sea on the other side of the icecap. Establishing a base in McMurdo Sound, its crew would plant supply caches across the Ross Ice Shelf, so Shackleton's team could complete the crossing.

Disaster struck both parties. After landing her shore crew, the *Aurora* was blown from her moorings by a violent gale and never managed to return. Despite being stranded with minimal gear and food, the party successfully planted Shackleton's supplies. Three men died in the process and the crew weren't picked up until 10 January 1917. Meanwhile, the *Endurance* had encountered pack ice just two days after leaving South Georgia; by January she was trapped, and attempts to sail her were abandoned on 24 February. When the boat was finally crushed, the fight for survival had begun.

STAYING ALIVE

Initially, the plan was to trek across the pack ice to land, dragging the lifeboats. Several days of huge effort and little progress convinced Shackleton to concede defeat, however, and 'Patience Camp' was established on an ice floe.

After three months, the floe on which they were floating north began to break up, forcing the decision to take to the sea in the three lifeboats – the *Stancomb Wills*, *Dudley Docker* and *James Caird*. In this trio of tiny vessels, the 28 men rowed for a week across an angry ocean, lumpy with lethal icebergs, until they reached Elephant Island.

The island had fresh water and seal meat, but it was a desolate refuge, horribly exposed to the elements and hopelessly distant from shipping lanes. With an Antarctic winter threatening, men began to mentally and physically falter.

Their only hope was for a small party to attempt a longer sea crossing to make human contact. The two closest options – the Falklands and Deception Island – were the wrong side of prevailing winds, so South Georgia, 800 nautical miles to the northeast, was chosen.

The *James Caird* was quickly customised: a deck and ballast was installed; the sides were made higher; and candlewax and seal blood was used to waterproof it. For 16 days, plummeting temperatures, vicious winds and 18-metre waves threatened the crew. Only constant bailing stopped the *James Caird* sinking. To avoid capsizing, the crew used an axe to remove sea ice that accumulated on the boat's sides.

Navigating by the oft-observed features of the sky, Worsley successfully delivered them to South Georgia, where they were greeted by a hurricane that forced the boat into the wrong side of the island, almost smashing it against the rocks. Three of the men were virtually incapacitated. Landfall was their only option.

Finding themselves in the uninhabited King Haakon Bay, Shackleton, Worsley and Tom Crean then completed a 36-hour trek across a hitherto-unexplored mountain range to a whaling station at Stromness. Here, the "terrible trio of scarecrows" as Worsley put it, made

THE JOURNEY IN NUMBERS

497

The number of days spent by the *Endurance* crew without touching land

4,000

The weight in pounds of provisions still buried in the Ross Ice Shelf

72

The original number of animals on the *Endurance* – 69 dogs, two pigs and a cat

11,600

The cost in pounds sterling paid for the *Endurance*

1,561

The number of miles marched by the Ross Sea party

1958

The year of the first successful Antarctic crossing

5

The number of toes lost to frostbite and gangrene

contact with some astonished Norwegians, who promptly rescued the *James Caird* and her remaining three crewmembers.

It took four attempts for Shackleton to return to Elephant Island for the rest of his men, but on 30 August 1916 he finally made it through.

Frank Wild, who had been left in charge on the island, admits "jolly near blubbing" when he saw Shackleton on board the *Yelcho*. Little wonder. Food and morale was perilously low among his men – one had suffered a heart attack and another had seen his toes amputated.

The entire crew of the *Endurance* survived and all but four were awarded the Polar Medal. Among those honoured was Welsh sailor Perce Blackborow, the stowaway who boarded the ship in Buenos Aires and who, when discovered, was apparently told by Shackleton: "If anyone has to be eaten, then you will be the first!"

Albert Medals were awarded to four of the Ross Sea party in 1923, two of them posthumously. Their story forms the last, and perhaps least told, chapter of the heroic age of Antarctic exploration, but their actions epitomise the ethos of the era. 📍

GET HOOKED!

BOOK

Read Shackleton's own account of his polar adventure, written in death-defying prose, in *South*.

DOCUMENTARY

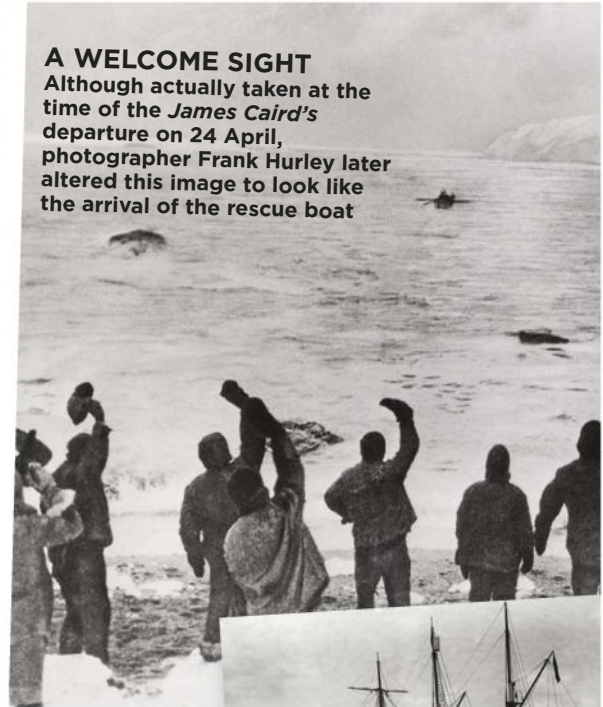
Shackleton: Death or Glory follows Tim Jarvis as he recreates the *James Caird*'s voyage from Elephant Island to South Georgia: www.shackletonepic.com

TOUCH POINT

Visit the real *James Caird*, preserved at Dulwich College, Shackleton's old school, in south London. Telephone 020 8693 3601 to arrange a viewing.

A WELCOME SIGHT

Although actually taken at the time of the *James Caird*'s departure on 24 April, photographer Frank Hurley later altered this image to look like the arrival of the rescue boat

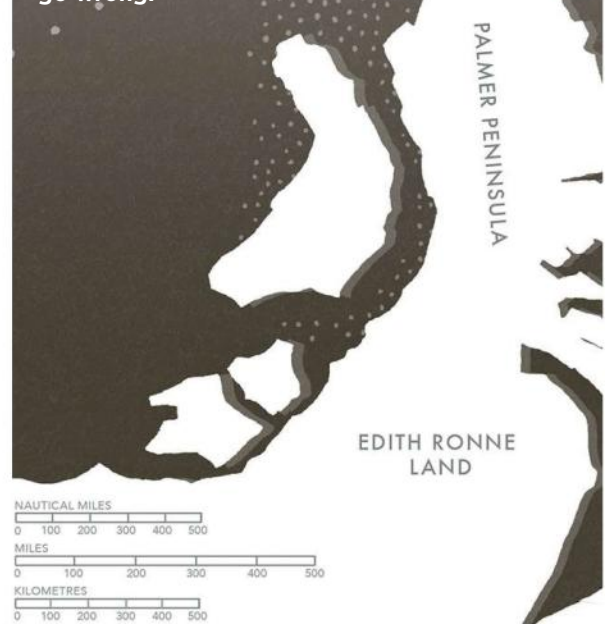


ALL ABOARD
FAR RIGHT:
Crewmembers make themselves at home below the ship's deck
RIGHT: The *Endurance* leaves London, 1914



AN EPIC JOURNEY

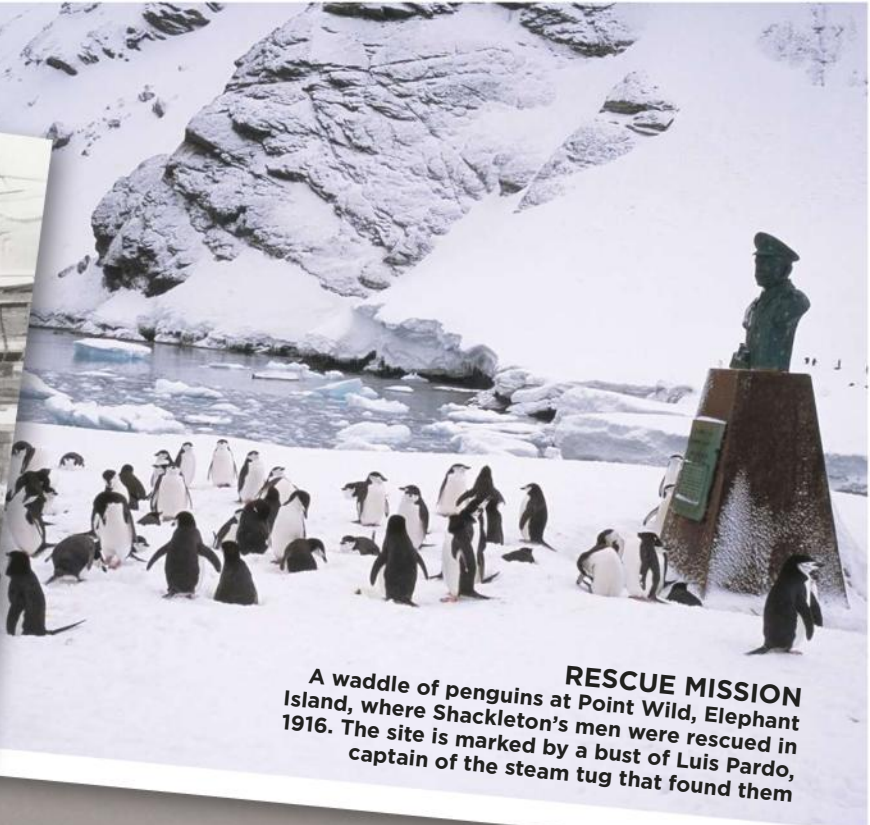
When dedicating his book of the expedition, *South*, to fallen comrades, Shackleton described Antarctic exploration as "the white warfare of the south". It's a telling turn of phrase that sums up travelling conditions at the bottom of the planet in the early 20th century, where every day involved a mortal roll of the dice, even before things started to go wrong.



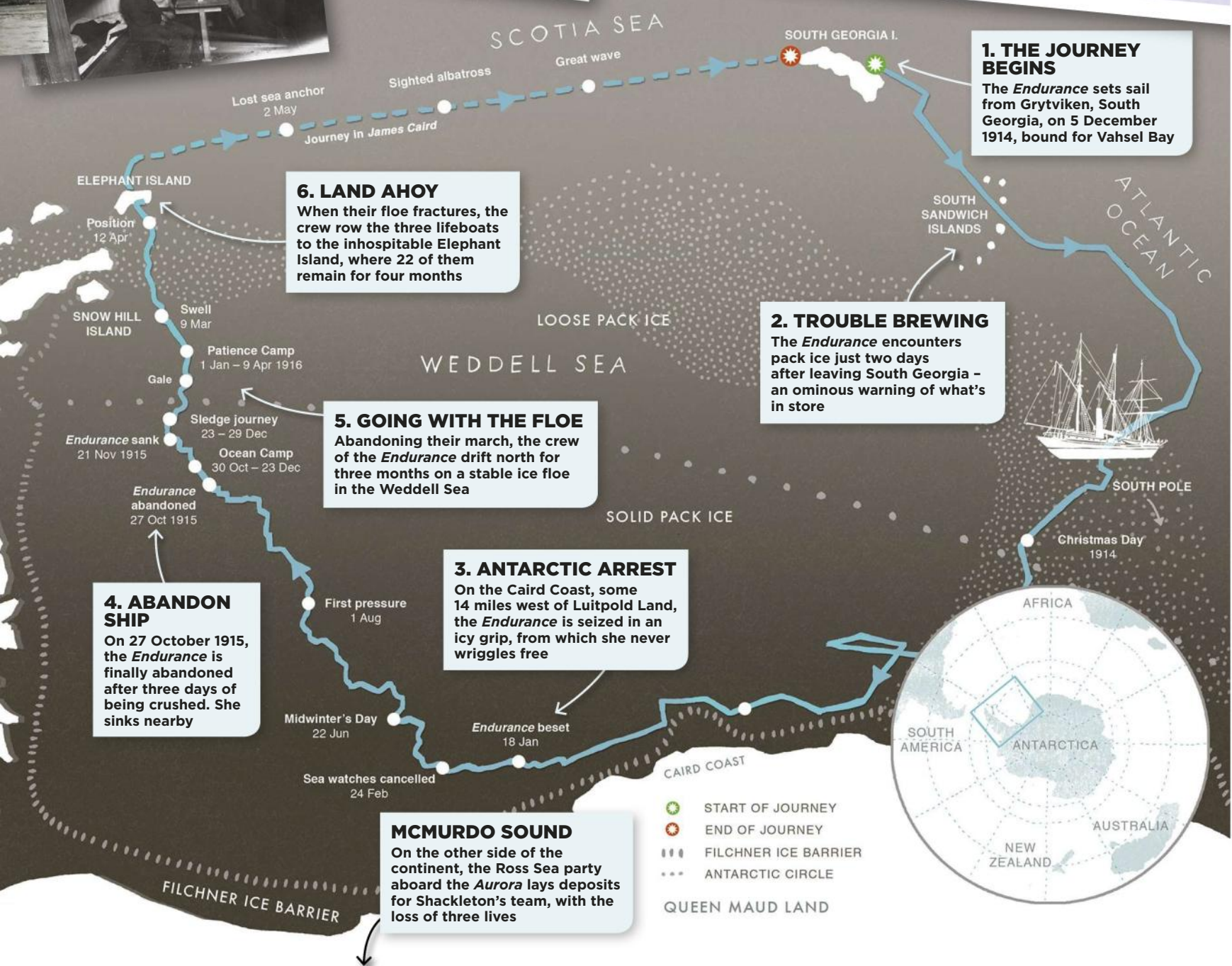
N.B. While we've taken care to make this map as accurate as possible, it won't get you to the Antarctic. You'll probably want to buy a better one for that. And a scarf.



WALKIES
The *Endurance* crew take the expedition dogs for some exercise



RESCUE MISSION
A waddle of penguins at Point Wild, Elephant Island, where Shackleton's men were rescued in 1916. The site is marked by a bust of Luis Pardo, captain of the steam tug that found them





GREAT ADVENTURES SHACKLETON'S ENDURANCE



ISOLATED

Endurance cuts a lonely figure surrounded by ice during the ill-fated expedition

GETTY



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HISTORY
REVEALED

THE FORT WORTH FIVE

LEFT TO RIGHT: The Sundance Kid, Will Carver, Ben Kilpatrick, Kid Curry and Butch Cassidy pose for a photograph after a fruitful hold-up in Nevada

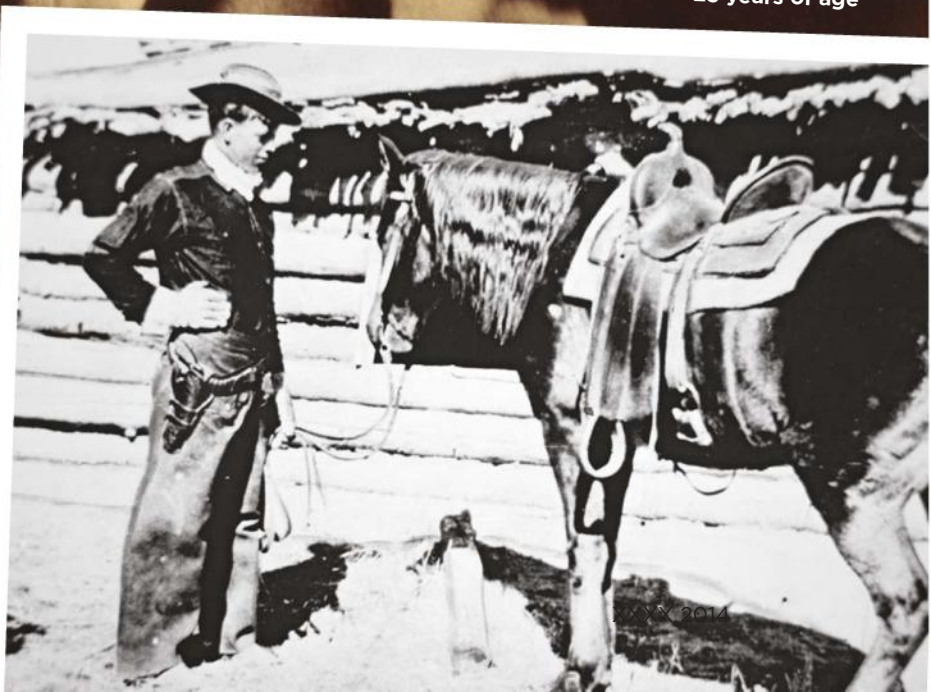


BUTCH & SUNDANCE'S PAN-AMERICAN ESCAPADE

Heists, robberies and stick-ups – uncover the thrilling story of the notorious outlaws, for whom the Wild West was only the beginning...

“Did they really go
down in a blaze
of glory **or did
they live on?**”

CRIMINAL COWBOY
Butch turned to crime as a
young man - he made
his first serious offence at
23 years of age



The freeze-frame image of Butch Cassidy and the Sundance Kid emerging from a bullet-riddled Bolivian hut – six-shooters blazing as they face gunfire from a posse of law-makers, locals and bounty hunters who have pursued them across the Americas – is one of the most iconic moments in Hollywood history.

The film opens with the statement: “Most of what follows is true”. Historians of the Old West agree – the portrayal of the outlaws and their escapades at the turn of the 20th century is mostly accurate. But their last movements and ultimate fate are still debated: how did they get to Bolivia, and did they really go down in a blaze of glory, dying side-by-side in a shoot out? Or did they live on, as some – including Butch’s sister – have claimed?

THE WILD BUNCH

Butch Cassidy (real name Robert LeRoy Parker) was a Mormon from Utah. He used many aliases, but the most enduring fuses the adopted surname of a cattle-rustler, Mike Cassidy, who he admired, and a nickname it’s believed he acquired while briefly working as a butcher.

His criminal career really got going in 1889, when he stole nearly \$21,000 from the San Miguel Valley Bank in Telluride with three others. They escaped to Robbers Roost, a secret hideout in Utah.

Butch began a long-term relationship with Ann Bassett, but in 1894 he started an 18-month jail sentence for horse theft. Once released, he formed the Wild Bunch, a gang that included his closest friend, Elzy Lay, alongside Harvey ‘Kid Curry’ Logan, George Curry, Ben Kilpatrick, Harry Tracy, Laura Bullion and Will Carver. Harry Alonzo Longabaugh was later recruited. Longabaugh had also done time for horse stealing, in Sundance Prison, Wyoming, which bequeathed him the name, the Sundance Kid.

Using Robbers Roost as a base and scuttling in and out of the Hole-in-the-Wall – a rock formation used as an escape route by bandits – the gang committed a series of increasingly brazen robberies and stick-ups. In August 1896, they hit the bank at Montpelier, Idaho, stealing \$7,000, and the following April they bagged \$7,000-worth of gold (the payroll of a coal company) in an ambush.

On 2 June 1899, they held up a train near Wilcox, Wyoming, prompting a manhunt. They escaped, but a sheriff was killed by Kid and George Curry, which upped the heat and saw the Pinkerton Agency become involved.

A second train robbery in New Mexico led to a fight, during which Elzy Lay killed two men. Subsequently caught, Lay was sent to New Mexico Territorial Prison. Having lost his principle partner in crime, Butch attempted to negotiate an amnesty, but more robberies and several killings by Kid Curry scuppered this.

In August 1900, the gang held up another train near Tipton, Wyoming, and a month

THE MAIN PLAYERS



ROBERT LEROY PARKER

Butch Cassidy. Born 1866 in Beaver, Utah. Eldest of 13 in a Mormon English immigrant family – mother from Newcastle, father from Lancashire.



HARRY ALONZO LONGABAUGH

The Sundance Kid. Born in 1867 to a Baptist family in Pennsylvania. Travelled west when he was 15 to work as a ranch hand, broncobuster and drover.



ETHEL ‘ETTA’ PLACE

Real name unknown. Long-term partner of Sundance. Various descriptions as a teacher or prostitute. Returned to US in 1906, her fate after this is a mystery.

‘QUEEN’ ANN BASSETT

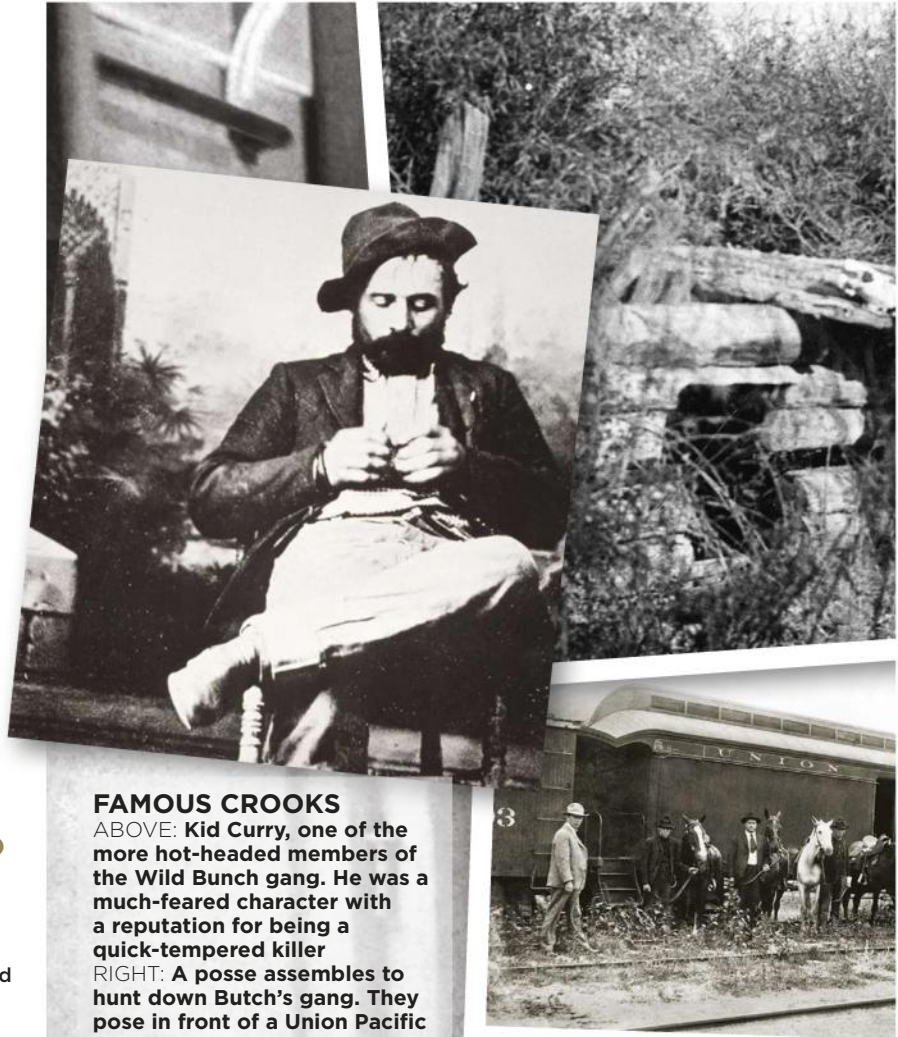
A cattle rustler and associate of the Wild Bunch. Romantically involved with several outlaws, chiefly Butch. Died in 1956, aged 77.

FRANK DIMAIO

Pinkertons agent and prominent member of the pursuing “Who are those guys?” posse from the film. Died in 1958, aged 94.

AG FRANCIS

An engineer working in Bolivia. Confidant of the outlaws in August 1908. His account pins Butch and Sundance as those killed at San Vicente.



FAMOUS CROOKS

ABOVE: Kid Curry, one of the more hot-headed members of the Wild Bunch gang. He was a much-feared character with a reputation for being a quick-tempered killer

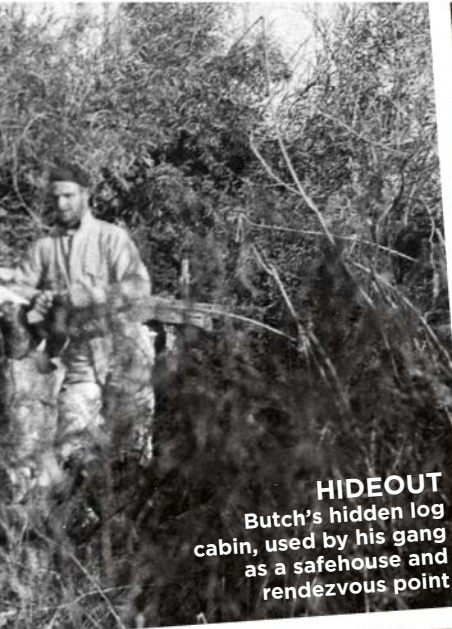
RIGHT: A posse assembles to hunt down Butch’s gang. They pose in front of a Union Pacific train – a railway often targeted by the outlaws

“The Pinkertons never stopped the manhunt”

“WHO ARE THOSE GUYS?”

The Pinkerton National Detective Agency, or the Pinkertons, was an independent police force in the US, founded in 1850. It specialised in tracking down train robbers and, during the American Civil War (1861-1865), evolved into one of the first intelligence agencies, developing many skills and techniques of spy craft.

Pinkertons were first used to track Butch and Sundance in 1899, after a robbery in Wyoming. The detectives tirelessly tracked the pair to New Mexico, Argentina, Chile, Bolivia and beyond – even after the shoot-out that likely killed them – following any hint of a trail.



HIDEOUT
Butch's hidden log cabin, used by his gang as a safehouse and rendezvous point



AGE, 36 years (1901).
WEIGHT, 165 lbs.
COMPLEXION, light.
EYES, blue.
NATIONALITY
CRIMINAL C
MARKS, two e
mole c
"BUTCH"
Utah, Idaho, C
penitentiary at L
HEIGHT, 5 ft., 9 inches.
BUILD, Medium.
COLOR OF HAIR, flaxen.
MUSTACHE



FILM HISTORY

The 1969 film, starring Paul Newman as Butch and Robert Redford as The Kid, made over \$100m at the box office, and became one of the 100 top-grossing movies of all time



on of HARRY LONGBAUGH.
HARRY LONGBAUGH, alias "KID" LONGBAUGH
0 years.
ON, dark (looks like quarter breed Indian).
HEI
COL
MUS
NAT
FEATURES, Grecian type.
CRIMINAL OCCUPATION, highwayman and bank burglar, ca
December, 1892, HARRY LONGBAUGH, Bill Madden and Ha
tana. Bass and Madden were tried for this crime, convicted and
escaped and since has been a fugitive. June 28, 1897, under the name of Frank Jones, Longbaugh participated with Harvey
Logan, alias Curry, Tom Day and Walter Putney, in the Belle Fouché, S. D., bank robbery. All were arrested, but Longbaugh
and Harvey Logan escaped from jail at Deadwood, October 31, 1897, and have not since been arrested.
GEORGE PARKER, alias "BUTCH" CASSIDY, HARRY LONGBAUGH and a third man were implicated in the
robbery of the First National Bank of Winnemucca, Nevada, on September 19, 1900.

ON THE HUNT

ABOVE: The Pinkertons' file on Butch and Sundance. Their information was minimal - they didn't even have Cassidy's real name
MAIN: Rangers employed to stop the Wild Bunch gang occupy an entire Union Pacific train carriage



GREAT ADVENTURES BUTCH CASSIDY & THE SUNDANCE KID

later they stole \$32,640 from Nevada's First National Bank of Winnemucca. Butch, Sundance, Kid Curry, Ben Kilpatrick and William Carver then posed for the famous 'Fort Worth Five' photograph – an image obtained and used on wanted posters.

In 1901, Kid Curry shot three more men, another train robbery took place, William Carver was killed and Ben Kilpatrick imprisoned. Meanwhile, Butch and Sundance – with Etta Place, Sundance's girlfriend – escaped to New York and, perhaps separately, made for Argentina by boat.

LIFE IN THE SOUTH

From Buenos Aires the trio travelled through Argentina and settled in the Chubut province. Calling themselves James Ryan and Mr and Mrs Harry Place, they bought a 25,000-acre ranch and raised cattle and horses for several years.

On Valentine's Day 1905, the Banco de Tarapacá y Argentino in Río Gallegos – 700 miles from the duo's ranch – was robbed by two English-speaking cowboys. Butch and Sundance weren't pinned for it, but it bore their hallmarks.

Tipped off that Pinkertons agent Frank Dimaio was closing in, they headed north to San Carlos de Bariloche in May, and took a boat across Nahuel Huapi Lake into Chile.

In December 1905, Butch, Sundance, Etta and a mystery man robbed the Banco de la Nacion in Villa Mercedes, 400 miles west of Buenos Aires, before escaping back into Chile.

Six months later, Sundance took Etta to San Francisco, where she stayed. He rejoined Butch, who, under the alias James 'Santiago' Maxwell, had begun working at the Concordia Tin Mine in Santa Vera Cruz, in the Bolivian Andes.

Almost unbelievably, their tasks included guarding the mine's payroll. They kept their hands off the Concordia cash, but in 1908, a railroad-construction payroll was stolen south of La Paz, by 'three Yankees'. It's not known if Butch and Sundance were the culprits, but they left the mine around then after Sundance drunkenly blabbed about their past.

They're next seen near the Bolivian mining centre of Tupiza, scoping out a heist while

SIDE BY SIDE?
Like a lot of outlaws, the pair often avoided having their photos taken. It's thought that this is a rare photo of Butch (standing) and the Kid (seated next to him), together

staying with Brit AG Francis. On 4 November 1908, two masked Americans ambushed a silver mine's payroll guard, stealing a mule and 15,000 Bolivian pesos. Gangs of miners and the military were soon searching the area for the thieves.

They fled to Tomahuaico, seeking refuge with Francis. Loose-lipped Sundance told their host about the hold-up, but claimed he'd "never hurt or killed a man except in self-defence, and had never stolen from the poor, but only from rich corporations".

Warned about an approaching military patrol, the outlaws hastened along San Juan del Oro and overnighted in Estarca, before continuing to San Vicente, where they sought lodging in the house of Bonifacio Casasola.

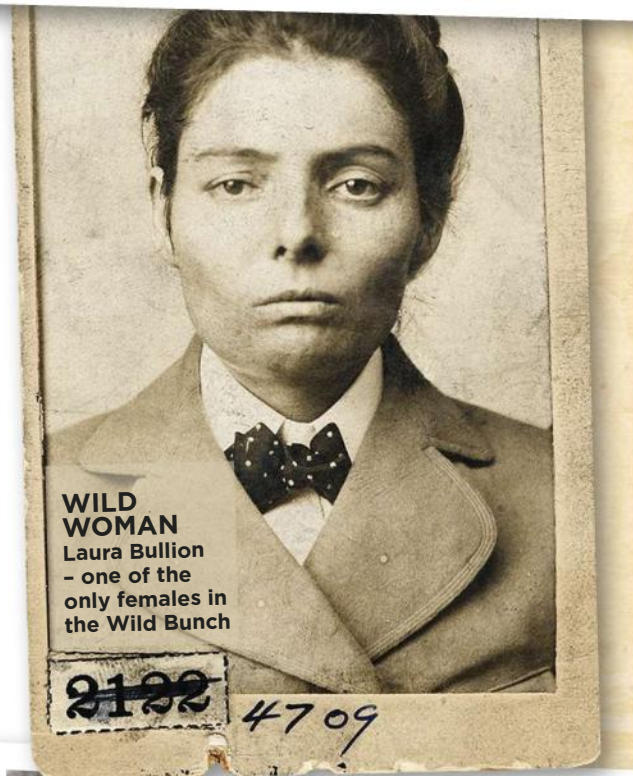
Recognising the stolen mule outside this house, a town official alerted a small army unit stationed close by. As two soldiers and a police inspector approached the house late on 6 November, Butch opened fire, killing one of the soldiers.

A gunfight ensued and army captain Justo Concha ordered the house to be surrounded. At about 2am, screams were heard from within, followed by two gunshots and then silence. At dawn, Concha sent Casasola into the building, where he found two bodies. One had died from a shot to the forehead, the other to one in his temple. The police concluded that Butch had put his fatally wounded partner out of his misery before turning his gun on himself.

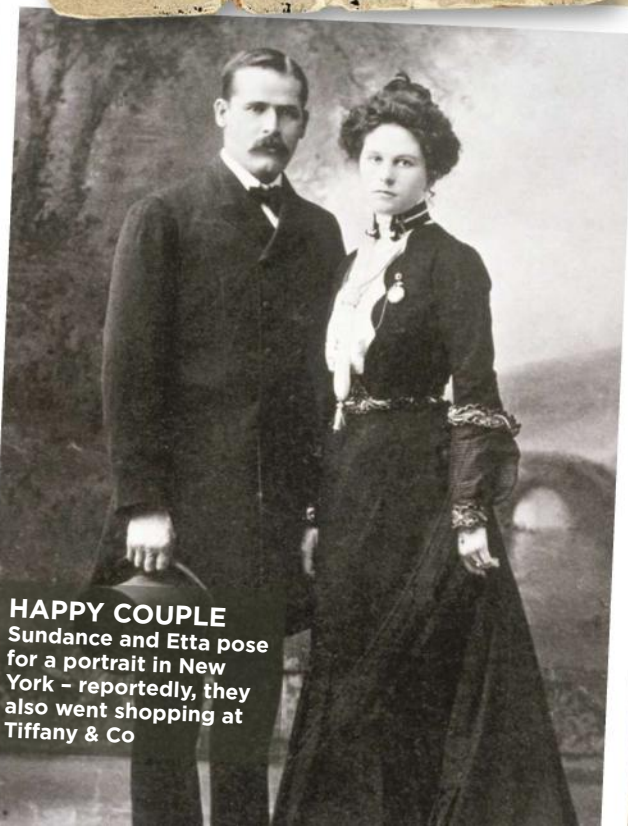
The mine's wages were recovered and the bodies were identified by the payroll guard they robbed, but no one knew their names and they were buried as 'desconocidos', unknowns, in San Vicente cemetery.

With uncertainty surrounding the identity of the dead bandits, the Pinkertons never officially stopped their manhunt for Butch and Sundance. In 1921, William Pinkerton told an agent he'd received intelligence that Sundance was in a Peruvian jail after an attempted bank robbery committed with Butch, the latter having escaped to Argentina. Butch's sister was also among those who claimed the pair survived, insisting that her brother returned to the US.

Despite DNA testing, the remains at the cemetery have never been positively identified. In terms of hard evidence, the trail goes cold after the San Vicente shoot out. Whether it's Parker and Longabaugh buried in the Bolivian outback or not, the characters Butch and Sundance died in November 1908. ☹



WILD WOMAN
Laura Bullion
– one of the
only females in
the Wild Bunch



HAPPY COUPLE
Sundance and Etta pose
for a portrait in New
York – reportedly, they
also went shopping at
Tiffany & Co

THE JOURNEY IN NUMBERS

2.5m

The Wild Bunch's total haul in today's US dollars

4000

The bounty, in US dollars, that was put on Butch's head

700

The miles the pair would have ridden across freezing terrain to commit the 1905 Valentine's Day robbery

15,000

The number of Bolivian pesos seized in the pair's last stick-up

5

The number of women who ever went inside Robbers Roost

1300

The number of sheep the trio kept on their ranch, plus cows and horses

ON THE RUN

The outlaws knew the topography of Colorado, Utah, Wyoming and Texas like the backs of their riding gloves, and used features like the Hole-in-the-Wall to lose pursuers. In South America, Butch and Sundance quickly learnt how to make the new terrain work in their favour. At home in the mountains, they gravitated towards the Andes and used the peaks, the Pampas and the Patagonian Steppe to escape.



GET HOOKED



TRAVEL

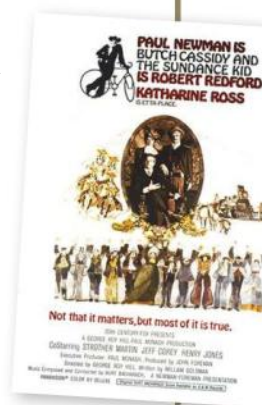
To visit the pretty Andean town of Cholila (home to the outlaws for four peaceful years), modern-day travellers need to drive along National Route 40. Buses run from Esquel.

Follow in the footsteps of Butch, the Kid and Etta by crossing the Andes via the Lake Districts of Argentina and Chile. Ferries run between Bariloche, Argentina and Puerto Varas, Chile, crossing the Nahuel Huapi, Frias and Todos los Santos lakes.

The San Vicente town sign reads "Here lie Butch Cassidy and Sundance Kid." The Bolivian mining settlement, where the outlaws were allegedly killed, can be reached by car between Tupiza from Uyuni. While the house at the centre of the shoot-out is gone, the cemetery where the outlaws' bodies may lie is still there.

FILM

The 1969 film *Butch Cassidy and the Sundance Kid* won William Goldman an Academy Award® for Best Original Screenplay. A non-traditional Western, the affable personalities of the bandits outshine their misdeeds. Its claim to be "mostly true" is considered fair by most historians.



BOOKS

Numerous books have been written about the exploits of Butch and Sundance, including Lula Parker Betenson's, *Butch Cassidy, My Brother* – in which she claims her brother returned to the US very much alive after 1908. Also see Larry Pointer's 1977 book *In Search of Butch Cassidy*.

EXPERIENCE

Six- and eight-day Outlaw Trail Rides can be taken across Wyoming and through the Hole-in-the-Wall – the gap in the rock that was used as an escape route by bandits including the Wild Bunch. See www.thundermountaintours.com for more.



ENEMY OF ROME: HANNIBAL'S EPIC MARCH ACROSS THE ALPS

Leading his army on a perilous trek from Spain to Italy, the great general scored a series of unlikely victories against the mighty Roman Empire, but ultimately fell short...

ALAMY XI, GETTY XI

“He lost yet more
men, all but one of his
elephants **and the
sight in one eye**”



BEAST OF A JOURNEY
Perched atop a battle elephant,
Hannibal leads his Carthaginian army
into the heart of the Roman Empire



GREAT ADVENTURES HANNIBAL'S MARCH

Hannibal. The mere mention of this word struck terror into the hearts of an entire generation of Roman citizens. His name was used to frighten naughty children into obedience and the expression *Hannibal ad portas* (Hannibal is at the gates) found its way into the general lexicon – a warning about impending doom.

And well they might fear him. Hannibal didn't just take on the might of the Roman Empire, he dared do it on their own turf, and he maintained the upper hand for most of the 17-year-long Second Punic War (218–201 BC). But for lack of support from his own senate, he could have marched on Rome itself and potentially changed the course of Western history.

Even now, the first name of this Carthaginian general, whose deeds took place over 2,200 years ago, remains popularly familiar. Schoolkids know about Hannibal's battle elephants, and pub-quiz historians will tell you he paraded his pachyderms across the Alps.

Modern academics, military men and war historians still revere his visionary battle tactics. George S Patton, America's gung-ho World War II general, believed he was Hannibal reincarnated, and as recently as 1991, Norman Schwarzkopf, architect of Operation Desert Storm in the Gulf War, was citing the Carthaginian as a source of strategic inspiration.

As devastatingly brilliant as he was in battle, however, Hannibal's reputation began with one audacious journey.

BORN OF A THUNDERBOLT

Hannibal was the son of Hamilcar Barca, a commander during the First Punic War (264–241 BC), a major territorial scuffle in the Mediterranean between the growing empires of Carthage and Rome, which resulted in terrible losses for the Carthaginians.

The bellicose Barca (which means 'thunderbolt') took this defeat, and the subsequent fall in the fortunes of his people, rather badly. One story has him dragging the young Hannibal into a sacrificial chamber, holding his son over a fire and forcing him to swear that he would never be a friend of Rome. Hannibal spent his life living up to that oath.

Having lost most of its navy and territories, Carthage was left almost bankrupt. In response, Hamilcar marched a Carthaginian army to the Pillars of Hercules, crossed the modern-day Strait of Gibraltar and began an imperial campaign in Iberia (now Spain and Portugal). His 9-year-old son accompanied him.

Hamilcar was killed during a conflict with the Celtic tribes on the peninsular in 228 BC, whereupon command passed to his son-in-law Hasdrubal the Fair, who himself fell to an avenging Celtic assassin seven years later. With Hasdrubal's death, Hannibal became supreme commander of the Carthaginian army in Iberia.

The 26-year-old had spent his life absorbing the tactics of his father and brother-in-law.

THE MAIN PLAYERS



HANNIBAL BARCA

Born into a family of warrior generals, he pushed the Roman Empire to the edge of defeat with a series of magnificently executed battles.



POLYBIUS

Greek historian and author of the earliest-known surviving account of Hannibal's exploits.



TITUS LIVIUS PATAVINUS (LIVY)

Wrote the classic *History of Rome* almost 200 years after Hannibal's campaigns.

MAGO BARCID

Hannibal's youngest brother. Played a decisive role in several battles, including Trebia and Cannae.

HASDRUBAL BARCA II

Hannibal's brother. Left in charge of Iberia when Hannibal set off for Italy in 218 BC.

PUBLIUS CORNELIUS SCIPIO

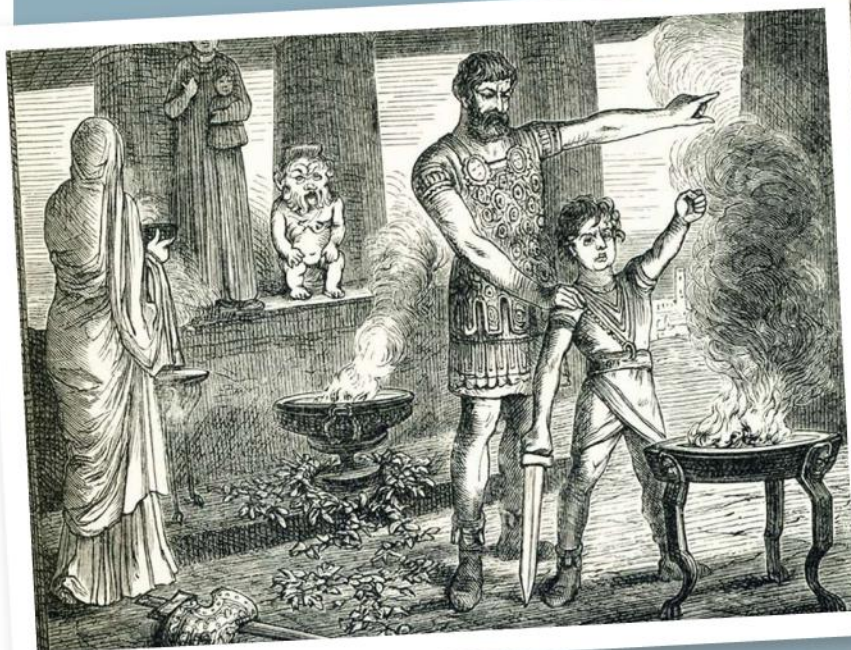
Roman consul who travelled to Iberia only to find that Hannibal had entered the Alps.

BATTLE ELEPHANTS

Trained for combat, these tanks of antiquity were primarily used for charging the enemy.

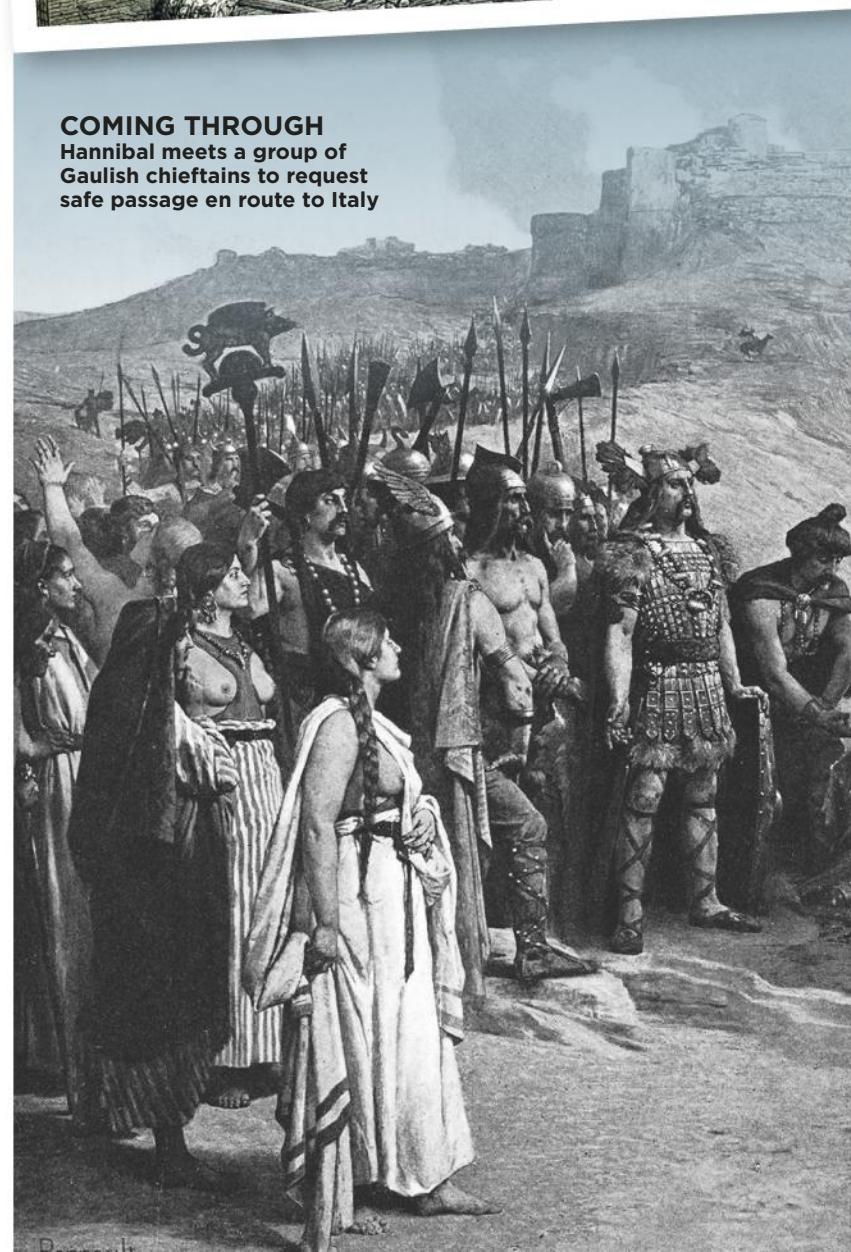
DESTINY FORGED

BELOW: Standing in front of his father, Hannibal swears to be forever the enemy of Rome
RIGHT: Going down in flames – citizens of Saguntum in Spain are put to death on a pyre as Hannibal's siege of the town reaches its conclusion



COMING THROUGH

Hannibal meets a group of Gaulish chieftains to request safe passage en route to Italy

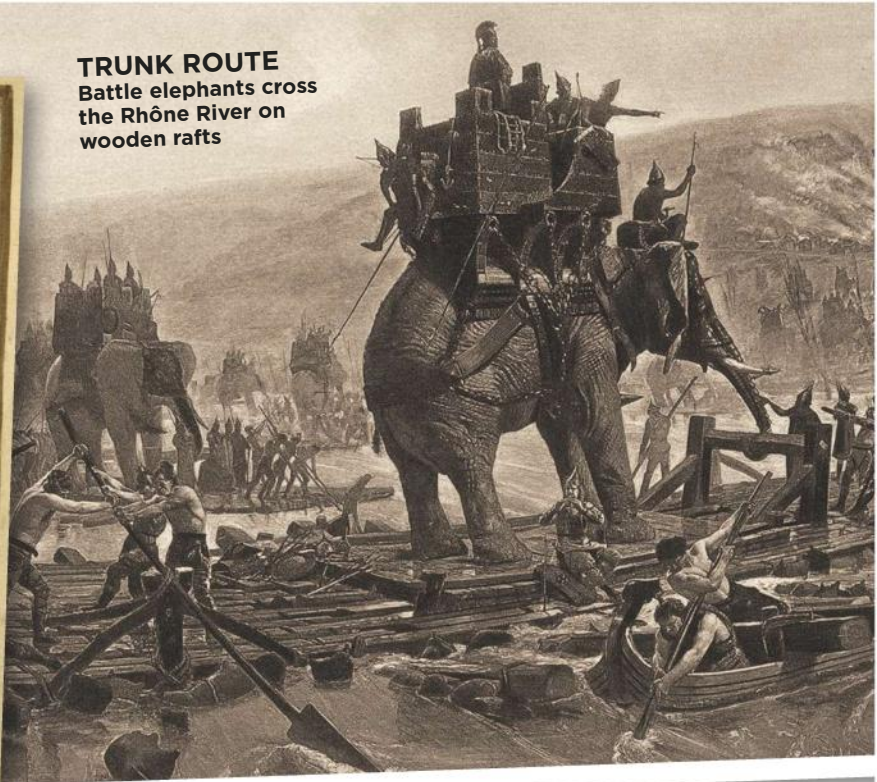


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TRUNK ROUTE
Battle elephants cross
the Rhône River on
wooden rafts



“Hannibal set out to
**make his father's
old enemy pay**”



Indeed, the idea of taking the fight to the Romans was originally the plan of Hasdrubal. Rome had become wise to this threat, though, and quickly brought the area they called Gallia Cisalpina, now northern Italy, under control. By 220 BC, with Hasdrubal dead, the Romans thought their northwest front was secure.

Two years later, Hannibal set out to make his father's old enemy pay dearly for this mistake.

MASSIF ATTACK

Hannibal made his aggressive ambitions clear before leaving Iberia by laying siege to the Roman protectorate of Saguntum. Rome ignored repeated pleas for help from the Saguntines and Hannibal's forces eventually captured the city.

This was the opening act of the Second Punic War, but Hannibal wasn't about to wait for the Romans to come to him. Departing New Carthage in the spring of 218 BC, he marched north across Iberia, fording the Ebro River and going through Ampurias (now Empúries), battling native tribes such as the Aerenosii all the way to the foothills of the Pyrenees.

Leaving his brother, also called Hasdrubal, to oversee his gains in Iberia, Hannibal continued across the peaks, outwitting and outfighting the mountain tribes who stood in his way, and entered Gaul (modern-day France) with a force that comprised around 40,000 foot soldiers, 12,000 horsemen and 37 war elephants.

Through a combination of military force and political wrangling with local chiefs, he crossed southern Gaul with minimal losses and reached the Rhône River well before the Romans, who had finally mobilised and planned to intercept him near Massilia (Marseille).

The Volcae tribe attempted to halt the Carthaginians at the Rhône, but Hannibal sent a contingent to ford the river upstream and attack the Celts from behind as his main force advanced, a tactic that scattered the enemy and secured victory.

Then he played his trump card. Instead of tracing the Mediterranean coastline, which would have brought him face-to-face with the advancing Romans, he turned inland and marched up the valley and into the Alps.

The exact path Hannibal took through the mountains has been debated ever since. What is known is that they had to fight skirmishes against hill tribes as they climbed, while contending with icy conditions and keeping control of their terrified elephants. At the top of the mystery pass, Hannibal apparently rallied his troops by telling them they'd "climbed the ramparts of Italy, nay, of Rome. What lies still for us to accomplish is not difficult."

RISE AND FALL

Unfortunately, he was wrong. The descent into Italy was even steeper and more perilous. Although they had a respite from fighting, thousands of men and animals were killed by a combination of the cold, the snow-covered crevasses and avalanches. By the time he emerged into the Po Valley, Hannibal had lost half his army - which now numbered 20,000 foot soldiers and 6,000 horsemen - and almost all of his elephants were dead.

But his crossing of the Alps had completely wrong-footed the Romans, who had sent Publius Cornelius Scipio to engage him in Gaul. Scipio scrambled back to Italy by sea and clashed with Hannibal at Ticinus, where the Carthaginians forced the Romans into a humiliating retreat across the plain of Lombardy and over the Trebia River, into a camp at Placentia.

The first major battle of the Second Punic War - the Battle of the Trebia - was fought in December 218 BC, resulting in defeat for the Romans, despite their numerical superiority. Witnessing this, thousands of Gauls and Ligurians joined the Carthaginians, and Hannibal's ranks swelled.

The Romans retreated into central Italy. Hannibal attempted to cross the Apennines in pursuit, but was beaten back by the winter weather. In the spring of 217 BC, Hannibal again entered the Apennines, and successfully made it across into the Arno Valley. He lost yet more men, all but one of his elephants and the sight in one of his eyes (due to an infection) in the marshes en route.

Hannibal went on to lead the Carthaginians to famous victories at Lake Trasimene and, most notably, at the Battle of Cannae - the biggest defeat ever inflicted on the Roman Empire. Over the course of 20 months, he orchestrated a series of bloody battles that resulted in the death of 10 per cent of Rome's entire population of adult male citizens.

However, struggling to gain support or reinforcements from the Carthaginian Senate, Hannibal's progress slowed thereafter. He remained in Italy for over a decade while the Romans waged a war of attrition, refusing to meet in open battle, until eventually he was

THE JOURNEY IN NUMBERS

9
Hannibal's age when he first accompanied his father into battle

37
The number of battle elephants Hannibal set off with to cross the Pyrenees, the Alps and the Apennines

1
Elephants who survived the trek

2,415
Estimated length, in kilometres, of Hannibal's journey

15
The number of days it took for Hannibal's army to cross the Alps

70,000
The number of Romans killed in a day at the Battle of Cannae, according to Polybius

recalled to Carthage after Roman counter attacks in Iberia and Africa.

The Romans finally defeated Hannibal in the Battle of Zama in 202 BC by adopting some of his own tactics. The terms forced upon the Carthaginians after this defeat were so punitive that they were effectively finished as a force in the Mediterranean. They were entirely wiped out during the Third Punic War (149-146 BC) - an annihilation that their great general didn't live to witness.

Having gone into exile in 195 BC, Hannibal committed suicide by taking poison in c183 BC to avoid being captured by his lifelong enemy. 📍

GET HOOKED



Vaison la Romaine in France, where Hannibal crossed the Rhône River

TRAVEL

Hike the mountain passes that Hannibal likely used on a tailor-made walking holiday. www.customwalks.com

FILM

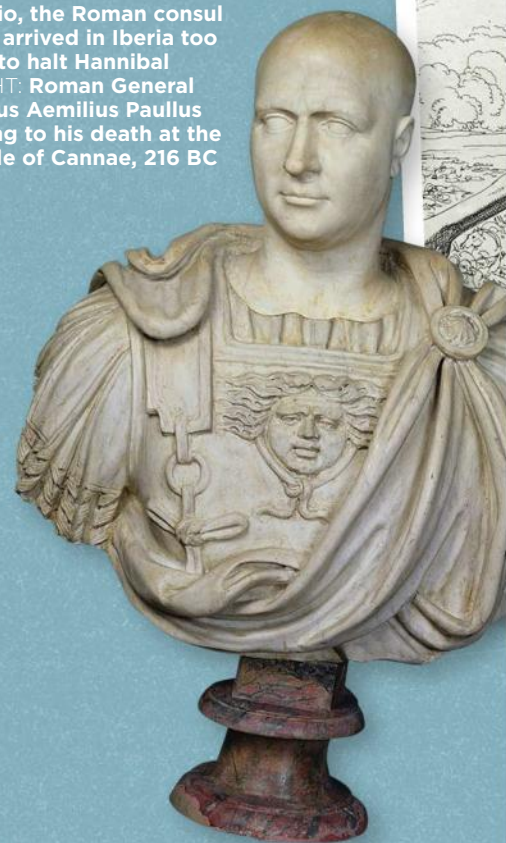
Only one feature film has been made about Hannibal's exploits: *Hannibal*, released in 1959. *On Hannibal's Trail* is a six-part BBC documentary series, made in 2010, which follows three Australian brothers as they cycle Hannibal's journey from Spain to Italy.

BOOKS

The Fall of Carthage: The Punic Wars 265-146BC by Adrian Goldsworthy is one of the most comprehensive books on the subject.

BEATEN MEN

BELOW: Publius Cornelius Scipio, the Roman consul who arrived in Iberia too late to halt Hannibal
RIGHT: Roman General Lucius Aemilius Paullus falling to his death at the Battle of Cannae, 216 BC



ALPINE PASS

Hannibal's precise route through the Alps remains unknown. Strangely, considering how many men and animals were lost during the crossing, there is no archaeological evidence to settle the argument. Everything known about the route has been gleaned from Polybius and Livy, and neither goes into much detail beyond titbits of information, such as Livy's description of Hannibal using fire and vinegar to crack open rocks blocking his path.

IBERIA
(SPAIN & PORTUGAL)

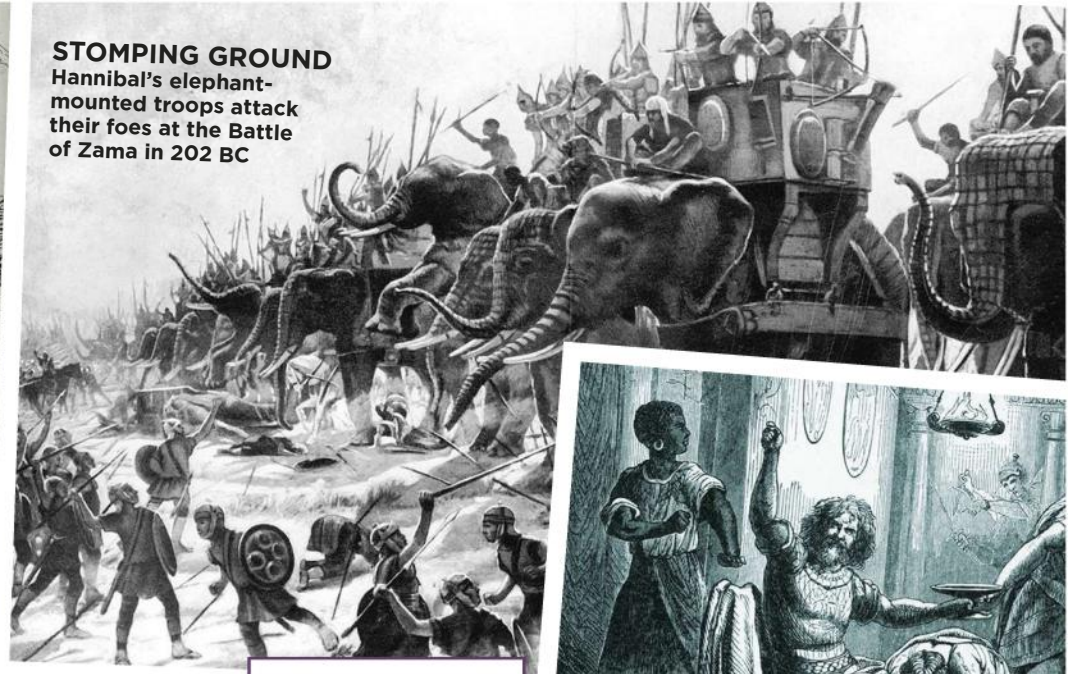


2 NEW CARTHAGE

Spain
Now called Cartagena. After laying siege to Saguntum (now Sagunto) in 219 BC, Hannibal departed from here to begin his journey to Italy in spring of 218 BC.



STOMPING GROUND
Hannibal's elephant-mounted troops attack their foes at the Battle of Zama in 202 BC



VIAL DEATH
Hannibal kills himself with poison to avoid falling into Roman hands

7 TICINO RIVER

Italy
Scene of the Battle of Ticinus, Hannibal's first engagement with Roman forces. He claimed victory following a fast-moving cavalry engagement.

5 THE ALPS

France and Italy
Hannibal's exact route isn't known, but historians think he probably went through Col de Montgenèvre, Col de Mont Cenis or Little St Bernard Pass.

4 RHÔNE RIVER

France
Scene of a significant battle with the Celtic Volcae tribe. The Romans expected to engage Hannibal nearby, but he confounded them by going up the Rhône Valley.

6 THE PO VALLEY

Italy
Hannibal emerged from the Alps with a much-depleted force. He had lost half his men and almost all his battle elephants.

8 APENNINES

Italy
The last of Hannibal's alpine crossings. At the second attempt, and with the loss of more men, his forces descended into the Arno Valley in the spring of 217 BC.

3 PYRENEES

France and Spain
Thousands of Iberian mercenaries deserted Hannibal before the first mountain challenge, the crossing between Spain and France.

1 CARTHAGE

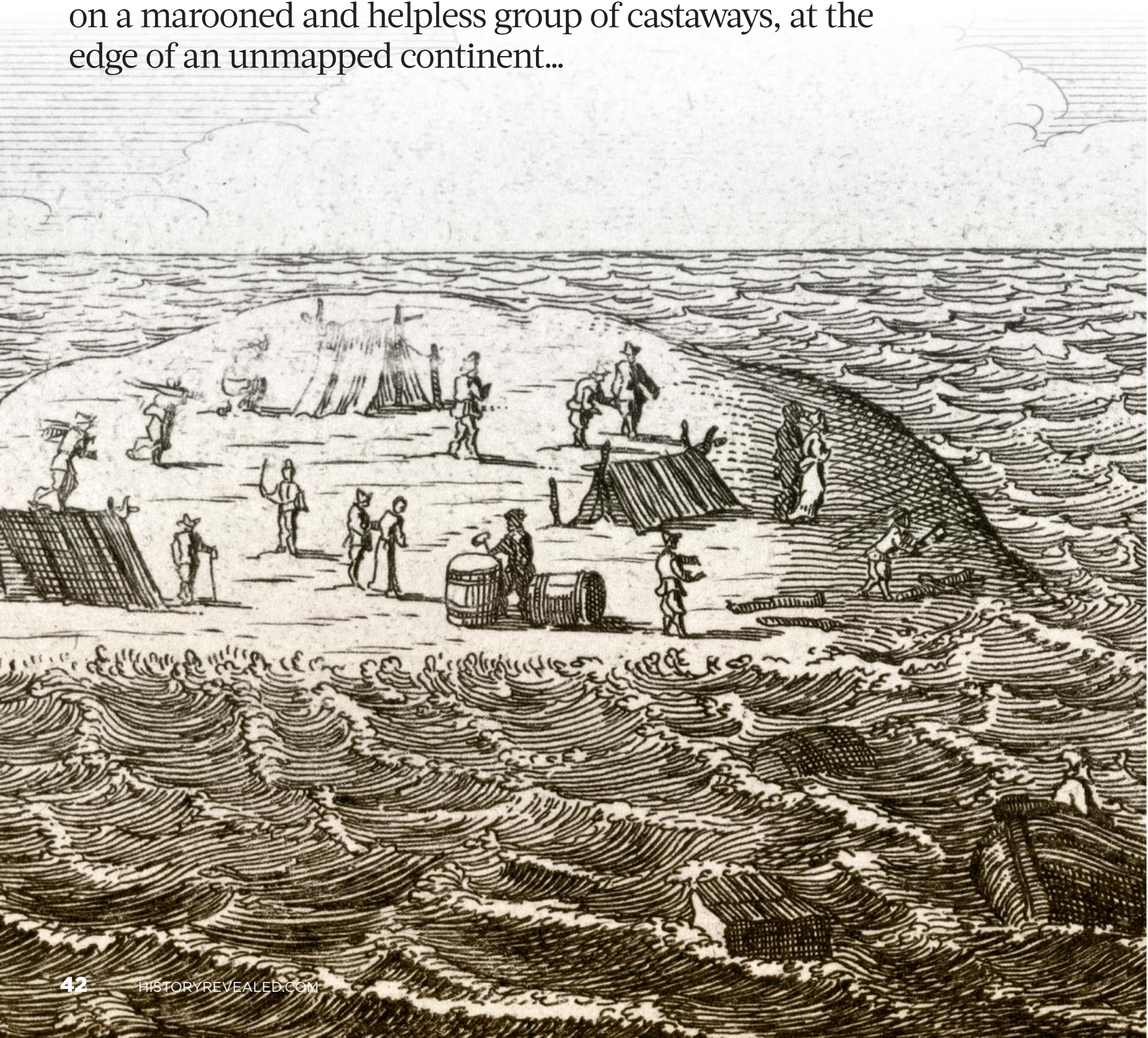
Tunisia
Centre of the Carthaginian Empire, a major power in the Mediterranean from 650 BC to 146 BC.



— OUTBOUND ROUTE
--- SPECULATIVE ROUTE
✕ BATTLES

THE ILL-FATED VOYAGE OF THE BATAVIA

The terrible tale of history's bloodiest maritime mutiny, where a psychopathic pharmacist wrought violent havoc on a marooned and helpless group of castaways, at the edge of an unmapped continent...



**“He was more evil
than if he had been
changed into a tiger.”**

Commander Pelsaert on mutineer Cornelisz



ISLANDS OF HORROR

The *Batavia* (above) lies in tatters, as its travellers make their way to some uncharted nearby islands. They could hardly have imagined the wretched fate that awaited them

GREAT ADVENTURES MUTINY OF THE BATAVIA

The year was 1628, and the newly built 1,200-tonne *Batavia* was the pride of the Dutch East India Company (VOC) and the flagship of the powerful merchant fleet. In October, she departed the Netherlands on her maiden voyage (see 1 on map, below), bound for Batavia in Java (present-day Jakarta, Indonesia). On board was a fortune in silver bullion, two paintings by the Baroque artist Rubens, and 341 passengers and crew. Among them was a garrison of soldiers, being sent to bolster the defences of the remote Dutch outpost.

The ship was under the command of Francisco Pelsaert, a senior VOC merchant. Pelsaert was no professional sailor, however, and the *Batavia* was skippered by Ariaen Jacobsz. The two men had travelled together before, and there was no love lost between

them. En route, Pelsaert reprimanded Jacobsz several times for drinking.

Pelsaert's *Onderkoopman* ('Under-Merchant') was a destitute and disgraced apothecary named Jeronimus Cornelisz, on his first trip with the VOC. Cornelisz's life was in tatters – his infant son had recently died of syphilis and he'd been accused of involvement with the artist Johannes van der Beeck, aka Torrentius, a painter whose libertine lifestyle had seen him tortured and jailed for heresy.

MUTINOUS MINDS

It was a potent mix: a ship heavy with treasure, skippered by a drunken and disempowered captain, bossed by a businessman, supported by a radical second-in-command who had nothing left in life to lose.

The *Batavia* travelled in a convoy of seven vessels. A storm in the North Sea soon separated the fleet, however, and when it subsided, only three ships remained in contact: the *Batavia*, *Assendelft* and *Buren*.

Along Africa's west coast, Cornelisz and Jacobsz found a common dominator in their discontent and began to foment mutiny.

Intending to seize both ship and bounty, and to embrace a life of piracy, they fanned

the embers of disquiet that always smoulder during long sea journeys, carefully seeking support from crew members and amid the ranks of the impetuous young army cadets.

Leaving Cape Town (2), Jacobsz steered the *Batavia* off course, and they soon lost sight of the *Assendelft* and *Buren*. As his ship drifted across

the Indian Ocean into the unknown, Pelsaert was confined to his cabin for long periods with fever, and order evaporated.

Among the passengers was a beautiful 27-year-old woman, Lucretia Jans, travelling to visit her husband, who was stationed in Batavia port. One night, after spurning Jacobsz's advances, she was attacked and sexually assaulted by a group of men, including one identified as Jan Evertsz, the High-Boatswain.

If the attack was an attempt to provoke Pelsaert

122

The number of islands that make up the Houtman Abrolhos in the Indian Ocean



FULL SAIL
The replica of the *Batavia* reveals its former glory

1 27 OCTOBER 1628 Texel

The *Batavia*, flagship of the Dutch East India Company (VOC), sails from the Netherlands on her maiden voyage, packed full of silver and bound for Java. A storm in the North Sea separates the convoy.

2 INDIAN OCEAN

To catch the Roaring Forties – strong westerly winds in the southern hemisphere – the skipper's instructions are to steer from Cape Town towards Eendracht's land (then a name for west Australia) before sailing north to Java. However, Jacobsz plots a course too far south and loses the other two ships.

3 4 JUNE 1629

The *Batavia* strikes Morning Reef near Beacon Island in the Wallabi Group, part of the Houtman Abrolhos, 60 kilometres off the Western Australian coast. Survivors are transported by small boat to Traitor and Beacon islands.

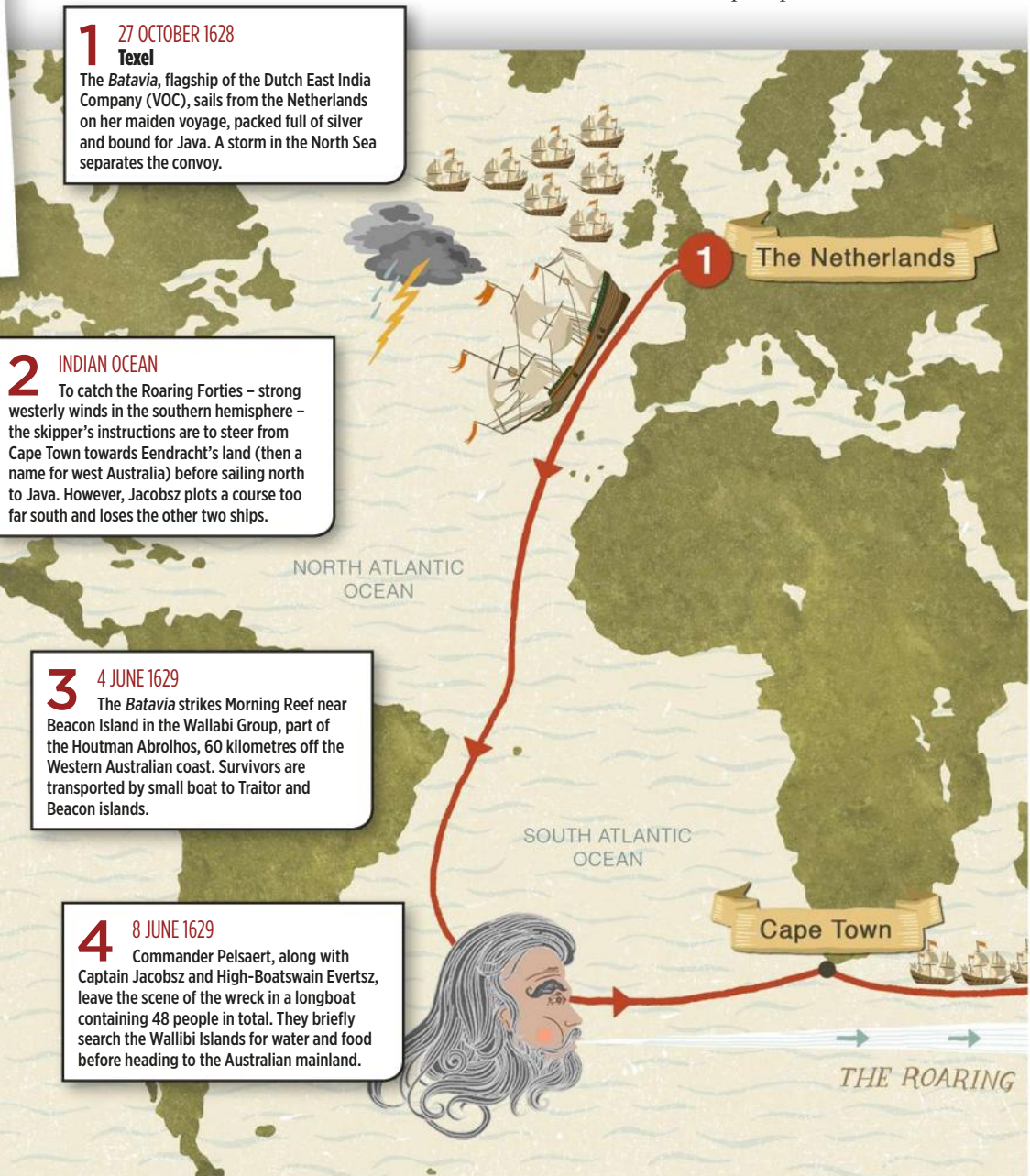
4 8 JUNE 1629

Commander Pelsaert, along with Captain Jacobsz and High-Boatswain Evertsz, leave the scene of the wreck in a longboat containing 48 people in total. They briefly search the Wallabi Islands for water and food before heading to the Australian mainland.

UNCHARTED TERRITORY

Australia was little known in 1629. A Dutch navigator, Willem Janszoon, had landed in present-day Queensland in 1606, before his fellow countryman Dirk Hartog came ashore in Western Australia in 1616 but, although the landmass often appeared in an assumed form on maps, it remained uncharted. The concept of *Terra Australis Incognita* ('unknown land of the south'), had been speculated about since pre-Roman times and was thought to stretch across to South America. This thinking prevailed until the Dutch explorer Abel Tasman circumnavigated Australia in 1642.

	<i>Batavia</i>		Crash
	Dutch ships		Shipwreck
	<i>Sardam</i>		Smoke signal
	Longboat		Water spring



into taking disciplinary action that would help the mutineers' cause – as was later claimed – it failed. The Commander did nothing, preferring to postpone justice until Java.

But their destination remained elusive. Instead, the *Batavia* was on a collision course with the reef-fringed coast of what is today Western Australia, which was then known only as *Terra Australis Incognita*, 'unknown land of the south' – a hazy landmass that was little more than a cartographical rumour.

A SHIP TO WRECK

On 3 June 1629, two hours before dawn, with the ship running under full sail, one of the seamen shouted a warning. The lookout had seen white water breaking over shallows. Jacobsz, who was on watch, dismissed this as the moon's reflection, but shortly afterwards the *Batavia* smashed into a reef near what's now known as the Wallabi Group of islands, within the Houtman Abrolhos (3). The collision was so hard that the impact point can still be seen from the air.

The ship was crippled and the crew were unable to refloat her. Wind and tide threatened

to tear the vessel apart and, between them, Pelsaert and Jacobsz decided to dismast the *Batavia*. This bought time, but confirmed the fate of everyone aboard – they were marooned on the serrated edge of an unknown coral atoll.

Making use of the ship's yawl, Jacobsz discovered a navigable gap in the reef and sighted a number of islands within. Quickly, around 180 people – including all the women and children – were ferried to the first two islands. Around 70 men remained on the wreck.

Neither island extended any promise of fresh water beyond a few puddles. Surveying their meagre rations – a few barrels of biscuits and water – Pelsaert ordered the sides of the ship's longboat to be built up for an ocean voyage. Four days after the wreck, he set sail towards the mainland (4), taking everyone on the smaller island with him, including Jacobsz and Evertsz. Unless they found water, he reasoned, all were doomed.

Watching the longboat disappear, those left behind dubbed the now-deserted atoll Traitor's Island – a name it retains to this day. >

THE MAIN PLAYERS

FRANCISCO PELSAERT

Senior Dutch East Indies Company merchant, and Commander of the *Batavia*. Led the small-boat journey to Java and returned with rescue party. Oversaw punishment of mutineers. Died in 1630.

JERONIMUS CORNELISZ

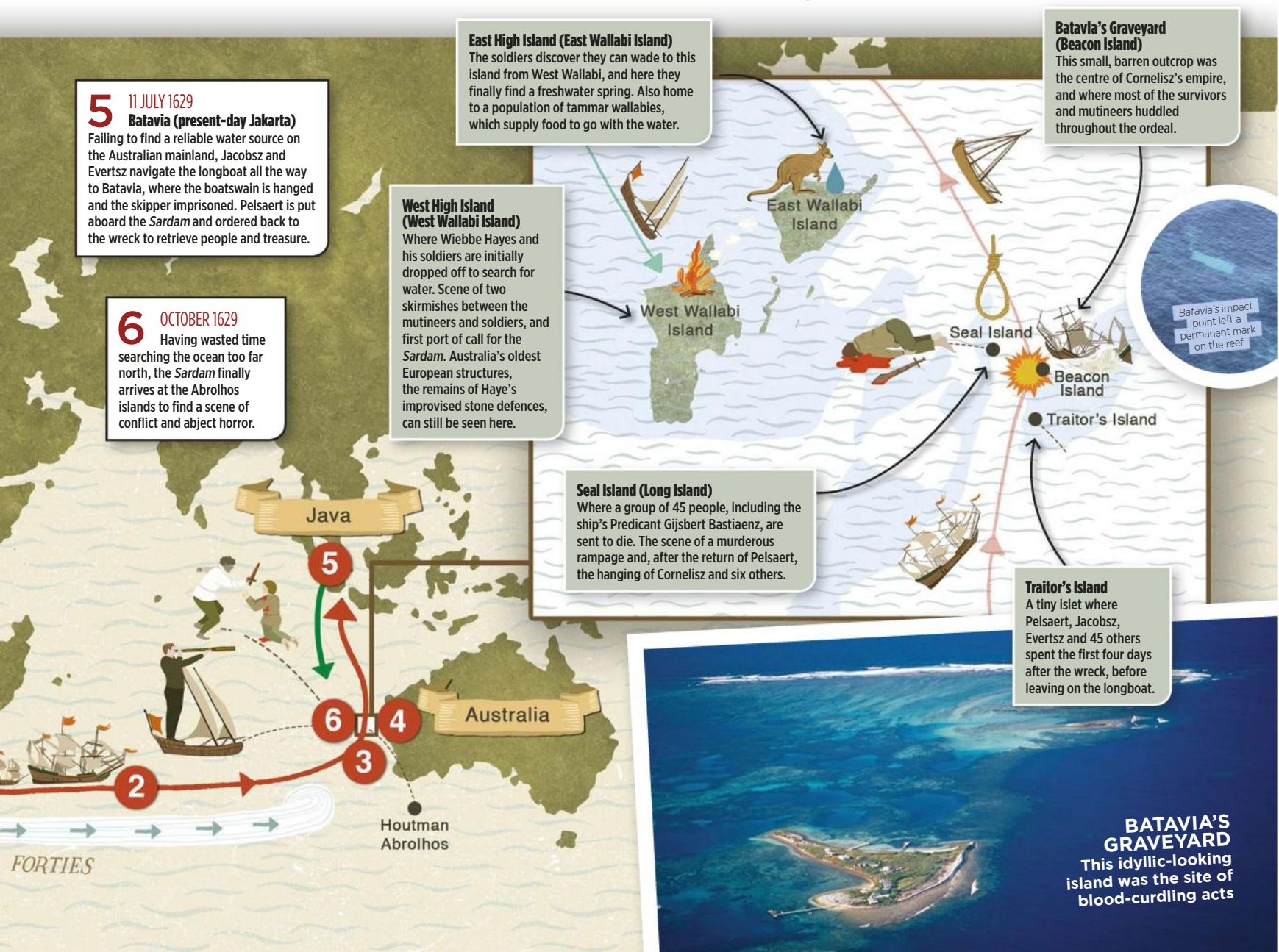
Former apothecary and Dutch East India Company Under-Merchant who displayed psychopathic tendencies while leading the mutiny after the wreck of the *Batavia*. He was tortured and executed on the islands.

ARIAEN JACOBSZ

The *Batavia*'s skipper, he conspired with Cornelisz in the initial plans for mutiny. He demonstrated superb skills during the small-boat voyage to Java with Pelsaert, before dying in the dungeons of Castle Batavia.

WIEBBE HAYES

A 21-year-old Dutch soldier who became a national hero after capturing Cornelisz and leading the defeat of the murderous mutineers. He was quickly promoted by Pelsaert and made a Lieutenant when he arrived in Batavia.



GREAT ADVENTURES MUTINY OF THE BATAVIA

Their own rock (now known as Beacon Island) they called Batavia's Graveyard – a macabre moniker it would soon live up to.

Pelsaert and company explored the next group of islands, before continuing to the Australian mainland. Still failing to locate a water source, they proceeded to Java, crossing 3,000 kilometres of dangerous ocean in 33 days – one of the most remarkable small-boat journeys ever made – to reach their original destination, the port of Batavia (5). All 48 people aboard the 9-metre boat survived, including a newborn baby, and the achievement stands testament to the navigational skill and seamanship of Jacobsz and Evertsz.

The welcome awaiting them at Batavia, however, was grim. Governor Jan Coen was a formidable character, who'd kept the port open in the face of repeated indigenous attacks and English onslaughts. Presented with Pelsaert – a man who had just lost the pride of the fleet, a boatload of money and a garrison of soldiers sent to make his job easier – the Governor acted decisively.

He had the High-Boatswain hanged, for his alleged part in the assault on Lucretia Jans. For losing the *Batavia*, Coen – possibly catching a whiff of mutinous intent – threw Jacobsz in jail, where he died. Pelsaert was promptly turned around and dispatched on a yacht called *Sardam*, with a skipper and 40 men, tasked with finding the wreck and rescuing whatever he could – especially the loot.

The longboat had made such good progress between the Abrolhos and Java that the *Sardam's* skipper didn't believe the islands could possibly be where Pelsaert claimed. He wasted time scouring the Indian Ocean further north, and took 63 days to locate the wreck. When contact was finally made, the scenario they found was shocking.

LORD OF THE FLIES

The most senior man left behind after the Commander and Captain's departure was the Under-Merchant Cornelisz, who remained marooned on the

stricken *Batavia*. Soon after the longboat disappeared, the wreck abruptly broke up, immediately drowning 40 men. Cornelisz was among the 30 survivors who, clinging to bits of flotsam, were eventually washed through the reef into the shallows around the islands.

Cornelisz suddenly found himself in a position of power, at the helm of a community of distressed, desperate and abandoned people. He acted swiftly, gathering a gang of about 40 henchmen around him. Small misdemeanours were punished brutally and a culture of fear was quickly cultivated.

If Pelsaert managed to reach Batavia, Cornelisz knew his mutinous mutterings during the voyage would come to light, so he determined to commandeer any ship that returned to rescue them. First, though, he had to eliminate anyone who posed a threat to his authority. The carpenters in the group were ordered to construct makeshift boats from the wreckage and around 45 people – including the ship's Predicant Gijsbert Bastiaenz – were sent to nearby Seal Island (now Long Island) with no freshwater.

Then, a group of around 20 soldiers who remained loyal to the VOC were dispatched to the High Islands, minus their weapons, supposedly to find food and water. Since Pelsaert had previously travelled in this direction and found neither, Cornelisz was confident he'd seen the last of them.

Other able-bodied men were sent on made-up missions, and simply toppled into the sea by Cornelisz's goons. On the main island, he encouraged a dreadful murder spree to rid the population of surplus mouths. The old, the infirm and the infants went first – battered, strangled and stabbed

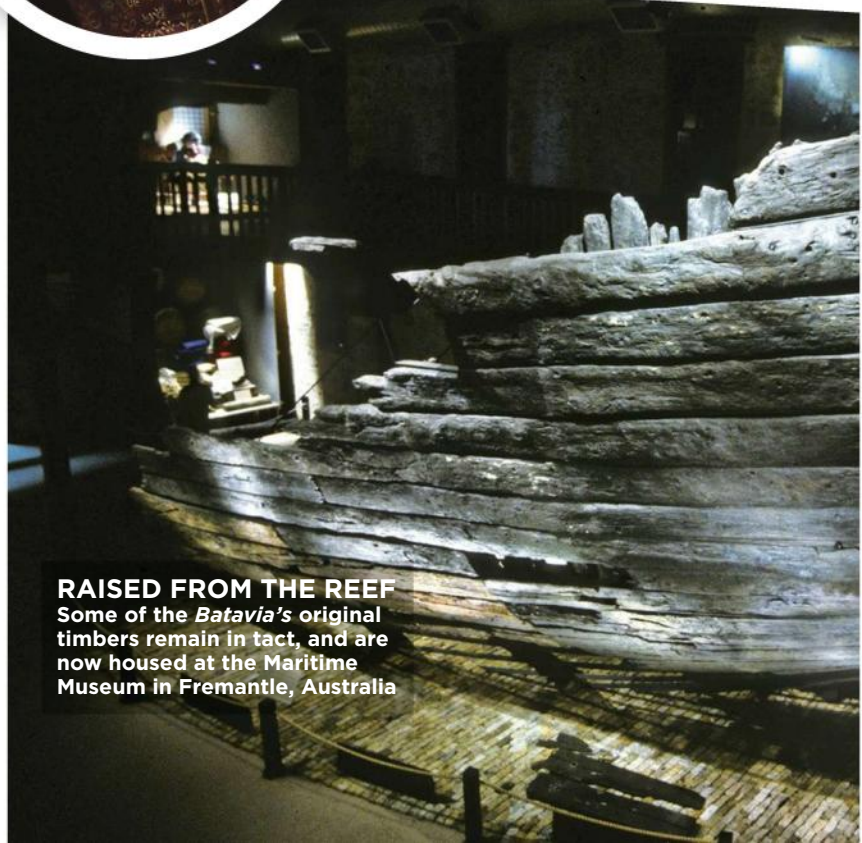
POWER STRUGGLE

BELOW LEFT: A grave of murdered mutiny victims, unearthed by archaeologists in 2001

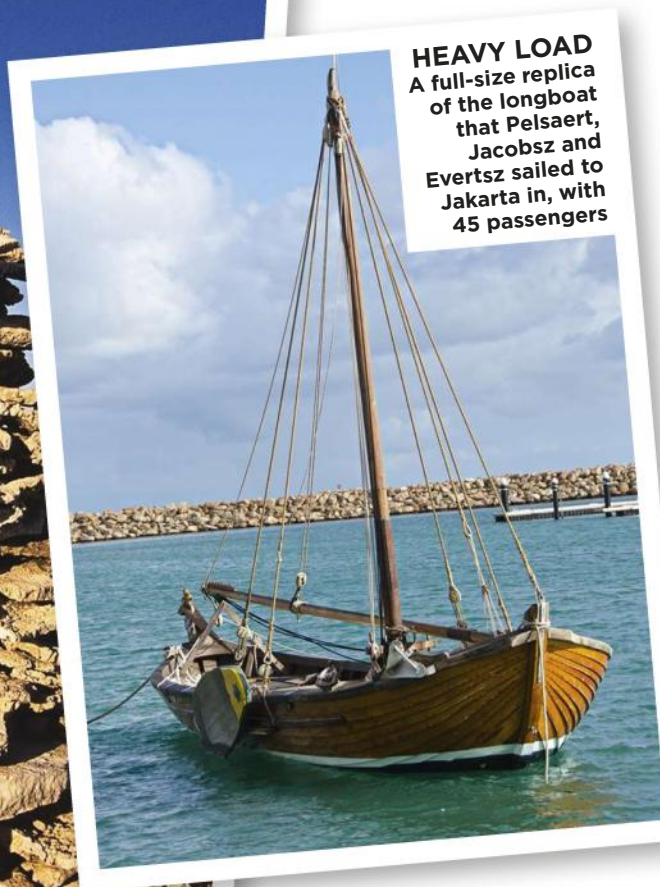
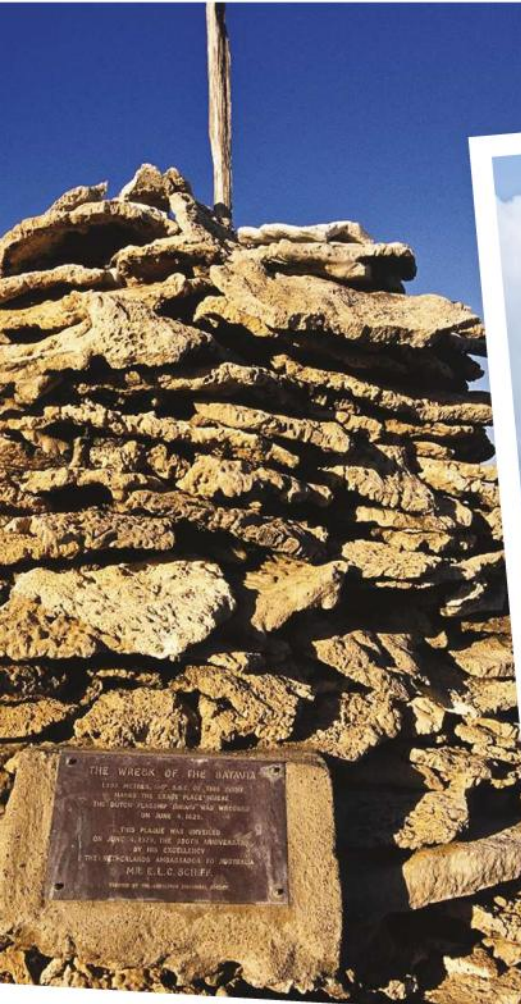
RIGHT: A cairn on one of the Wallabi Islands marks the nearby location of the *Batavia* wreck

BOTTOM LEFT: Governor of Batavia, Jan Coen, who was livid when Pelsaert finally arrived at his port

BOTTOM RIGHT: After rescue came, the hangings of many of the guilty mutineers took place on Long Island



RAISED FROM THE REEF
Some of the *Batavia's* original timbers remain in tact, and are now housed at the Maritime Museum in Fremantle, Australia



HEAVY LOAD
A full-size replica
of the longboat
that Pelsaert,
Jacobsz and
Evertsz sailed to
Jakarta in, with
45 passengers



to death. One boy was seemingly beheaded simply to test a sword blade.

In July alone, over 100 people were butchered. Cornelisz typically convinced others to do the actual killing. The former apothecary did apparently attempt to poison a baby (because her cries had disturbed his sleep), but failed to administer a lethal dose and got one of his accomplices to finish her off.

The Seal Island group survived longer than expected – figures could be seen moving on the beach – so a killing party was sent. The banished Predicant, Bastiaenz, had to watch as his wife and five of his children were slain in front of him. Perversely, they kept the Dominican friar himself alive, along with his eldest daughter, who was forced into sexual servitude by one of the mutineers. Other women were also strong-armed into carnal service, including Lucretia Jans, who Cornelisz reserved for himself.

But then a smoke signal was spotted from one of the High Islands (now known as West Wallibi

Island). The soldiers had found water and Cornelisz had a conundrum. Not only would this group now survive, they were also first in line if a relief ship appeared.

THE FIGHT BACK

The assassins sent to Seal Island had done a poor job, and one victim managed to escape and paddle across to warn the soldiers of the horror unfolding. The military men had no weapons, but they'd found a natural leader in a young private called Wiebbe Hayes. Predicting an assault, Hayes built defences and organised the construction of basic fighting tools from sticks and stones.

These makeshift weapons were enough to repel the first attack, and Cornelisz decided to paddle across to try and personally lure Hayes into a trap. It was a fatal mistake. The soldiers seized the mutinous Under-Merchant and killed four of his top men.

The remaining mutineers regrouped and mounted a last-ditch attack, using muskets to fire at the soldiers from afar. This tactic was proving quite effective, until a sail appeared on the horizon. It was Commander Pelsaert returning on the *Sardam* (6).

Spotting the smoke, the yacht headed for the soldier's island first and Hayes managed to warn Pelsaert of the situation. When the mutineers attempted to board the *Sardam*, the Commander was ready for them. They were arrested, and the most gruesome mutiny in history was over. Now the ghastly recriminations would begin. 🔴

GET HOOKED

BOOK

Read *The First and Last Voyage of the Batavia* (1993) by Philippe Godard. This comprehensive account of the ill-fated ship's only journey, covers the discovery of the wreck 340 years later and the reconstruction of a replica vessel. It also contains a translation of the originally published account of the disaster, as told by Francisco Pelsaert, Commander of the *Batavia*.

TRAVEL

An exact replica of the *Batavia* can be seen at the Batavia Wharf in Lelystad, in the Netherlands. Or, to get closer to the site of the atrocity, head to the Maritime Museum in Fremantle, Australia. Here, numerous artefacts that were pulled up in the 1970 excavation – including the stern of the ship – are on display.

WHAT HAPPENED NEXT?

Pelsaert used divers to recover as much from the wreck as possible, and then began an investigation into the mutiny and murders. The Predicant Bastiaenz and his surviving daughter were important witnesses, but Dutch law required confessions before justice could be meted out. Torture – including

waterboarding – was used to illicit admissions from the mutineers, and seven of the ringleaders were hanged on Seal Island. Cornelisz had both his hands chopped off with hammer and chisel before being strung up. Others were dropped from the yardarm and one was brought to Batavia to be broken

on the wheel. Two men – Wouter Loos and an 18-year-old cabin boy called Jan Pelgrom – initially sentenced to hang, were instead marooned in Australia near a water source (probably the Hutt River) with provisions, thus becoming the continent's first European settlers. Their ultimate fate is unknown.

THE GREAT ESCAPE

The three real escapees who made it home after the Stalag Luft III breakout don't get a mention in the classic film. This is their untold story...

GETTY X2

“Stalag Luft III had been
built on soft sand **and**
was supposed to be
tunnel proof”



THE IMPOSSIBLE
JAILBREAK
Stalag Luft III, shown in
1942, held captured
Allied airmen

With television reruns of *The Great Escape* almost as unavoidable as Brussels sprouts at Christmas, Steve McQueen's doomed motorbike leap is a movie moment burned into popular imagination on both sides of the Atlantic. The scene in the 1963 film, apparently included at McQueen's request, is one of the larger departures from a truthful back story that needed no embellishment to be one of the most fascinating and tragic tales from an era that lacked neither.

Stalag Luft III was a real prisoner of war camp in World War II, run by the German air force, the Luftwaffe, in Lower Silesia. Frustrated by escape attempts by Allied airmen, the Germans had deliberately built it on soft sand – it was supposed to be tunnel proof. On a freezing, moonless March night in 1944, it was the scene of a mass escape by Allied POWs. More than a year in the planning and execution stages, its scale was unprecedented, even for a scheme hatched by RAF officers, who were duty bound to try and escape.

Under the leadership of 'Big X', Squadron Leader Roger Bushell, some 600 men excavated three secret tunnels – famously known as Tom, Dick and Harry – using cutlery and metal cans as tools, dispersing the displaced sand in various ingenious ways. The tunnels, which ran up to 30-feet deep through soft sand, were supported by a wooden framework made from pieces of the prisoners' beds. Air was pumped into the warrens and electric lights were rigged up. A sophisticated Escape Committee directed operations, which included the procurement of German money and the forging of documents to aid the escapees once they'd sprung.

One of the tunnels was filled in and another discovered by the Germans before a breakout date was set. Not everyone involved could possibly get out, but 100 men were shortlisted, those deemed to have the best chance of success, with a further 100 lined up to follow if possible.

At 10.30pm on Friday 24 March 1944, men began crawling along the last remaining tunnel, Harry, only to find the door frozen shut. When it was finally opened, the exit proved to be several feet short of the woods and there was snow on the ground, so footprints would be seen.

Instead of the planned one-man-a-minute approach, the escape rate was slowed to ten per hour to avoid detection by the sentries, with 76 POWs getting away before the alarm was raised. Most were quickly recaptured or killed, but three managed to make home runs. Unlike the film, which portrays an Australian, an Englishman and an American making it out alive, the successful runaways were Dutch and Norwegian. Their stories are extraordinary.

THE FLEEING DUTCHMAN

The 18th man to emerge from the tunnel was Flight Lieutenant Bram van der Stok, a Dutch pilot. Van der Stok flew with Holland's

THE MAIN PLAYERS



BRAM VAN DER STOK, MBE

Holland's most decorated pilot was 18th through the tunnel and the third man to achieve a home run after the escape.



JENS MÜLLER

Norwegian pilot and officer in 331 (Norwegian) Squadron in England. Returned to Britain after escape.



PER BERGSLAND

Norwegian pilot and sergeant in 331 Squadron. Escaped to Britain with Müller. Both later became commercial pilots.

SQUADRON LEADER ROGER BUSHELL

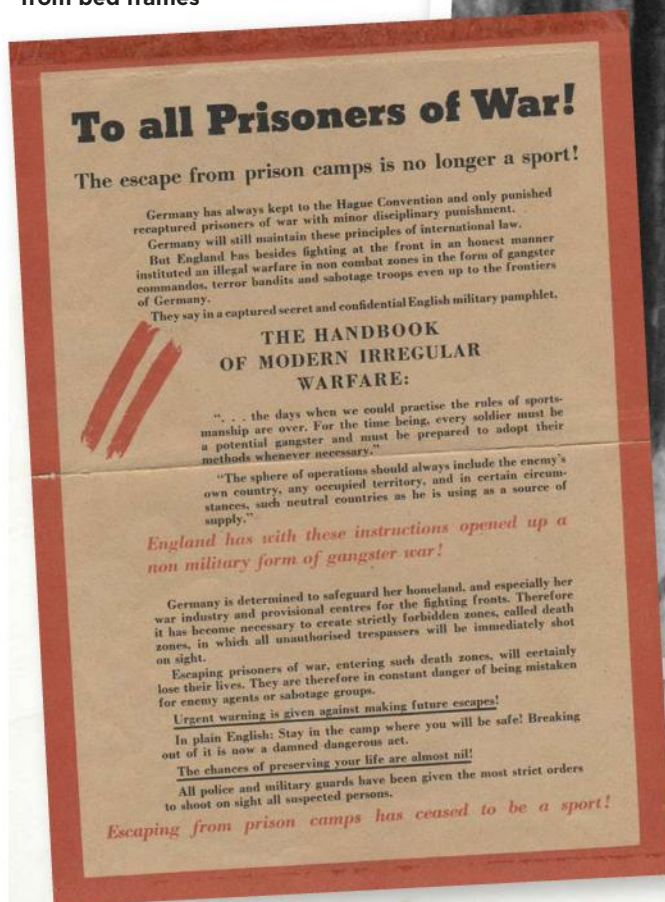
Auxiliary Air Force pilot. Leader of the Escape Committee in Stalag Luft III. One of 50 escapees later executed.

FLIGHT LIEUTENANT GW WALENN

Head of forgery in Stalag Luft III. One of 50 recaptured POWs murdered after the escape.

'SAFETY' OR FREEDOM

BELOW: German posters told POWs they were safe in camp but would be shot if they escaped
BOTTOM: *Appel* (lining up to be counted) at Stalag Luft III, with senior officers in the foreground
RIGHT: Dug through sand, Harry was 30 feet below ground, supported with props made from bed frames





DESPERATE TO GET OUT

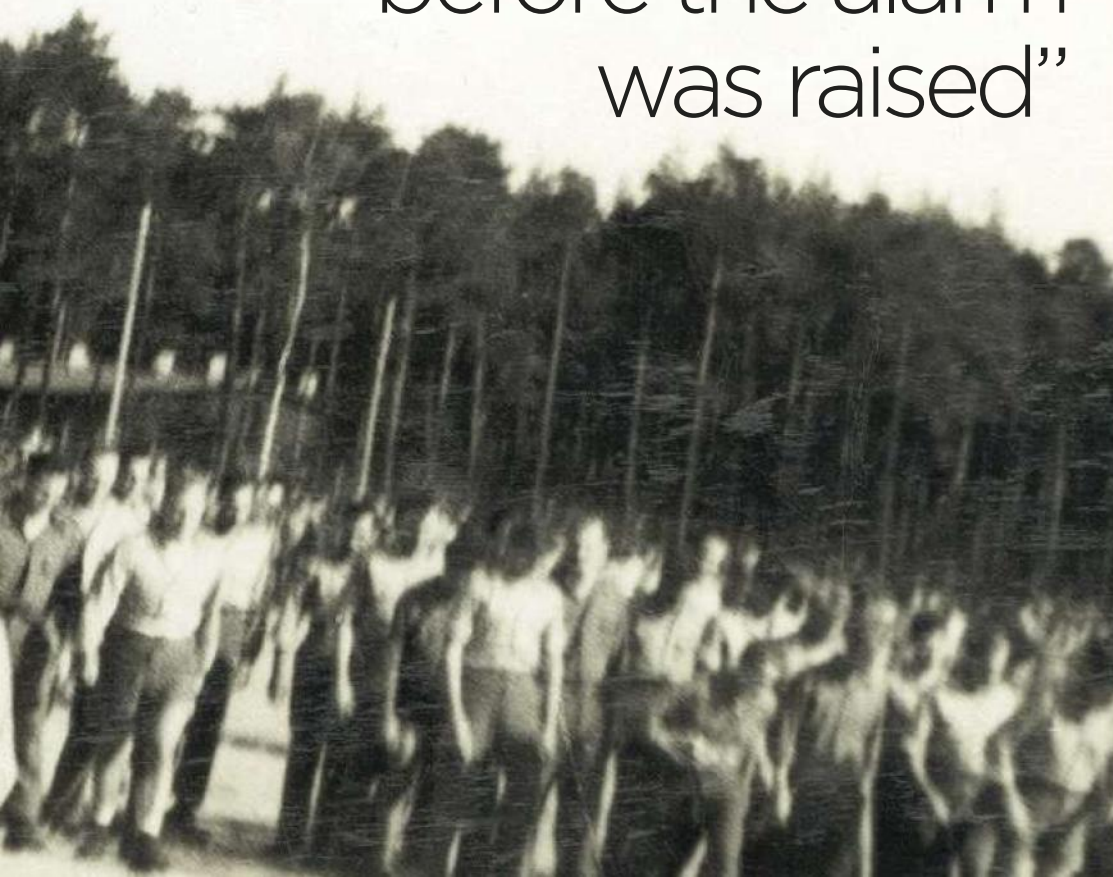
ABOVE: Prisoners in Stalag Luft III, shown c1943, saw it as their duty to escape

LEFT: Air was pumped into the tunnels via a pipe made of powdered milk cans, known as 'klim' cans – 'milk' spelled backwards

478

The number of spoons found to be missing when the Germans did a post-escape inventory of prison property

“Seventy-six POWs managed to escape before the alarm was raised”



Luchtvaartbrigade until the surrender to Germany in 1940, whereupon he escaped to Britain as a stowaway on a Swiss ship. Joining the RAF, he became a Flying Ace, with six confirmed kills during aerial battles with the Luftwaffe, until being shot down and captured on a mission over France in 1942.

Van der Stok was fluent in German and familiar with the terrain he would need to traverse. The Escape Committee considered him a strong contender to make a home run – he was assigned a top-20 position.

To stay nimble, van der Stok opted to travel alone. He had an early scare, however, when he ran straight into a German civilian in the woods beyond the prison, who questioned why he was wandering around in the dark. Well prepared for various scenarios, he claimed to be a Dutch labourer who'd become disorientated and lost during the air raid that was taking place. Convinced, the good citizen even led the runaway to the railway station.

Unfortunately, the heavy bombing raid conducted by his RAF buddies on Berlin that night resulted in severe delays to the train service to Breslau (now Wrocław). During an anxious three-hour wait, a number of other escapees appeared at the station, all dressed in prison-made disguises to appear as labourers and civilians. The POWs avoided all eye contact, and willed the time away as fast as possible.

Also on the platform was a German woman who worked at Stalag Luft III as a censor. She became suspicious of one of the men – Thomas Kirby-Green, a British pilot – and advised military police to question him. Flight Lieutenant Gilbert William Walenn, the prison forger, had done an excellent job, however,

and Kirby-Green's papers passed the inspection. At 3.30am the train finally arrived and van der Stok boarded. On the train were eight other jail-breakers, including Bushell and his escape partner Bernard Scheidhauer, who'd been numbers two and three out of the tunnel.

At 4.55am, back at Stalag Luft III, a German guard spotted the 77th man as he emerged from the tunnel and the alarm was raised. Five minutes later, the train carrying van der Stok rolled into Breslau. Word of the escape had not travelled that far yet and the station was free of Gestapo. The Dutchman took a train to Dresden, where he hid in a cinema and slept before catching another train to the border with the Netherlands at Bentheim. On this leg, his papers were demanded and inspected four times. The escape must have been discovered, he assumed correctly.

The Nazi machine was going into overdrive to find the escapees, but the forged paperwork held up and he passed into the German-occupied Netherlands, travelling through Oldenzaal to Utrecht, where his family lived. Rather than risk capture by visiting them, he stayed with a friend.

Assisted by Belgian resistance, van der Stok then cycled into Belgium. There he picked up another new identity and story, staying with a Dutch family in Brussels. He moved via Paris to Toulouse, and then to Saint-Gaudens, where he was united with the Maquis (guerillas of the French Resistance). With fellow fugitives and a mountain guide, he made a harrowing journey in freezing conditions across the Pyrenees to Lérida in Spain.

Although sympathetic to the Axis powers throughout World War II, Franco's Spain was officially neutral and actively frustrated Germany's attempts to seize control of Gibraltar, which is where van der Stok found sanctuary on 8 July. From here he was flown to Bristol in a Douglas Dakota transport, arriving in England three-and-a-half months after his escape. He later rejoined his RAF squadron and took part in D-Day and operations to counter Germany's V-1 flying bomb attacks on south-east England.

SCANDINAVIAN SPRING

Sergeant Per Bergsland and Lieutenant Jens Müller were Norwegian pilots who had escaped their country after the German occupation in 1940 and travelled to Britain, where they joined the RAF. Both survived being shot down in separate missions over occupied Europe, and both wound up incarcerated in Stalag Luft III.

They spoke excellent German and their chances at staging a successful home run were rated highly by the Escape Committee, so they emerged from the tunnel as numbers 43 and 44. Safely arriving at the railway station, they boarded the 2.04am train to Frankfurt, posing as Norwegian electricians and carrying papers saying they had been transferred from one labour camp to a place in Stettin.

At 6am they arrived in Frankfurt and two hours later hopped on a train to Küstrin. While having a beer in the station, they were approached by a military policeman who inspected their papers and believed their story. Catching a train to Stettin, they had another beer and hid out in the cinema to wait for nightfall, whereupon they visited a French Brothel at 17 Klein Oder Strasse, which the Escape Committee had identified as a good place to find help. There they met a Swedish sailor who directed them into the docks, promising to get them


onto his ship – it left without them, however.

They laid low the following day, returning to the brothel in darkness. Again, an offer of help came, this time from two Swedish sailors who

successfully smuggled them aboard their ship. It wasn't due to leave until morning, however, and the sailors knew the Germans would search it first, so the pair hid overnight in the anchor locker. The search failed to unearth the stowaways, and the Norwegians were free.

Docking in Gothenburg, the men reported to the British consulate. From here they travelled by train to Stockholm and flew from Bromma airport to Scotland in two tiny Mosquito aeroplanes, arriving in London on 8 April 1944.

THE 50

Hitler wanted all of the recaptured POWs shot, alongside the camp commandant and the guards who were on duty during the breakout. He was dissuaded from this, but did order the execution of 50 runaways, including Bushell, Scheidhauer and Walenn, which constituted a war crime under the Geneva Convention. The remaining 23 prisoners were sent back to prison camps – 17 to Stalag Luft III, four to Sachsenhausen and two to Colditz Castle. 

GET HOOKED

TRAVEL

Visit the site, in Żagań, Poland, where there's a museum and memorial. See www.wroclawsightseeingtours.com.

WHAT DO YOU THINK?

Have you or any of your family ever spent time in a prisoner of war camp? Please do tell us your story... Email: editor@historyrevealed.com

Urlaubsschein

Der Hauptst. Luthmann (Vor- und Zuname)
aus Altkunow (Pommern) (Heimatland, Heimort)
geb. am 22. 12. 1917 beschäftigt als Infanterist
ist vom 24. März 1944 bis 9. April 1944 nach Altkunow (Pommern) beurlaubt
(Urlaubsort)
Grund des Urlaubs: Heimkehrurlaub
(Familienheimfahrt, Krankheitsurlaub, Heimaturlaub, besondere Anlässe usw.)
Der Urlauber hat Arbeiterrückfahrkarte bis _____ erhalten.
Der Urlauber ist über die für die Mitnahme von Geldmitteln in deutsch bzw. der betriebsfremden Währung geltenden Bestimmung unterrichtet.
Der Urlaub ist von _____ nach Beendigung des Urlaubs die Arbeit unserem Betrieb _____ aufzunehmen.
(Firmenstempel, Unterschrift)
Breslau, den 23. März 1944
Breslau
Befehlsgabe des Arbeitsamts
Der Erteilung des Sichtvermerks zur einmaligen Aus- und Wiedereinreise wird zugestimmt.
Breslau, den 23. März 1944
I. A.: Johannes
(Unterschrift)
Vordr. Aufl. 5760 U
DIN A5

CAREFUL PLANNING – AND LUCK

ABOVE: Van der Stok made this forged travel pass himself – it took two months
ABOVE RIGHT: Stettin, where the Norwegian escapees found a sailor's help
FAR RIGHT: A home-made compass built by the prisoners of Stalag Luft III, and a pack of cards (smuggled into the camp) that concealed parts of a map

GEOGRAPHY

Stalag Luft III was in Lower Silesia, present-day Poland. Men with good terrain knowledge (and those who were multilingual) had a better chance of success and were prioritised in the escape order. The breakout happened during the coldest March for 30 years, however, and with the forests 1.5-metres-deep with snow, many had to forgo cover and travel along roads.

7 BRISTOL UK

Three-and-a-half months after escaping, van der Stok returns to the UK where he returns to active service.

6 GIBRALTAR Iberian Peninsula

On 8 July 1944, van der Stok arrives back on British-controlled soil.



4 GOTHENBURG

Sweden

Bergsland and Müller report to the British consulate in this neutral country.

5 STOCKHOLM

Sweden

Bergsland and Müller arrive by train and fly to Scotland.

2 KÜSTRIN

Now Kostrzyn nad Odrą, Poland

Bergsland and Müller are questioned by military police while enjoying a beer at the railway station.

3 STETTIN

Poland

Aided by Swedish sailors met in a brothel, Bergsland and Müller escape by ship.

3 UTRECHT

Netherlands

Van der Stok stays with a friend for six weeks, then crosses the border to Belgium.

6 LONDON

United Kingdom

On 8 April, 15 days after breaking out of Stalag Luft III, Bergsland and Müller are back in Britain.

STALAG LUFT III

Lower Silesia

At 10.30pm on 24 March 1944, POWs begin their escape from the 'tunnel proof' camp.

1 BRESLAU

Now known as Wrocław, Poland

Bram van der Stok arrives by train at 5am on 25 March, the night after escaping.

2 DRESDEN

Germany

Van der Stok hides in a cinema to sleep before crossing into Holland by train.

1 FRANKFURT

Germany

Bergsland and Müller arrive by train at 6am the night after escaping.

4 BRUSSELS

Belgium

Assisted by the Belgian resistance, van der Stok stays with a family for another six weeks.

5 SAINT-GAUDENS

France

Having travelled via Paris and Toulouse, van der Stok meets the French Resistance, eventually being guided across the Pyrenees to reach Lérída in Spain.

	VAN DER STOK'S ROUTE		BY TRAIN
	BERGSLAND & MÜLLER'S ROUTE		BY BICYCLE
	AXIS-DOMINATED AREA		HIKING
	NEUTRAL COUNTRIES		BY BOAT
	AREA UNDER ALLIED CONTROL		BY PLANE
			METHOD UNKNOWN



SO NEAR, YET SO FAR

This monument marks the end of the 'Harry' tunnel, showing how close the exit was to the edge of the camp - and the forest

DEREK BLAIR/REX/SHUTTERSTOCK





GREAT ADVENTURES PONY BOB

**HAZARDS
OF THE JOB**
Hostile Paiute
warriors chase a
Pony Express rider

GETTY X1. LIBRARY OF CONGRESS X1



“Look at these five
front teeth – they were
knocked out clean...
**My jaw was fractured
and I got another arrow
through my left arm.”**

Pony Bob describes his injuries to a newspaper after a Paiute attack

PONY BOB: RIDER OF THE WILD FRONTIER

The story of 'Pony Bob', the fearless Pony Express rider who galloped across America, facing harsh desert terrain and deadly attacks from native warriors, all in the name of making his deliveries on time...





History's most famous delivery service, the Pony Express, was in operation for just 18 months, but the extraordinary escapades of its fleet-footed riders became the stuff of Wild West folklore.

The stories around them continued to grow long after the company had bitten the dust.

From 1860–61, the Express transported mail across the continent of North America, between the Atlantic and the Pacific, at breakneck speed using an innovative method and supremely talented and fearless riders. The best known of them was William Cody, whose celebrity status was to be forged in later life, once he became known as the showman Buffalo Bill.

The real hero of the day was Robert 'Pony Bob' Haslam. He completed some of history's toughest horse rides in the service of the Express – galloping gigantic distances across brutal terrain, with era-defining packages in his mail pouch, arrow wounds in his body and Paiute warriors hot on his tail.

MAXIMUM HORSEPOWER

The brainchild of three businessmen – William Russell, Alexander Majors and William Waddell – the Central Overland California and Pikes Peak Express (aka the Pony Express) was launched on 3 April 1860, based on a promise that its riders could transport letters and parcels between Sacramento in California and St Joseph in Missouri in just ten days. The shortest route was 1,900 miles, and it involved crossing the Great Plains and wending through mountain passes in the Rockies and the Sierra Nevada.

To cover this epic distance, 157 stations were built across the continent, typically ten to 12 miles apart, as this was deemed to be the furthest distance a horse could travel at full speed. Riders would gallop from one station to the next, exchange their steed for a fresh one and set off again. Each man covered a patch 75–to 100-miles long, and they were expected to ride day and night, in all conditions.

The Pony Express was destined to live a short but incredibly colourful life. Expensive to use and ill-fated in its timing, the company was an abject failure as a business and never made a dime for its owners, but it became an iconic symbol of the Wild West, epitomising many values of the era: heroism, horsemanship, endurance, endeavour and adventure.

According to legend, a recruitment advertisement in a California newspaper in 1860, read: "Wanted. Young, skinny, wiry fellows not over 18. Must be expert riders, willing to risk death daily. Orphans preferred."

Whether this ad ever really ran is debatable, but there were very real risks involved with being a Pony Express rider. The service was launched during a period of escalating tension between settlers and the Paiute, a local tribe of Native Americans. The riders – who were little more than boys – constantly ran the gauntlet of being attacked in the line of duty.

THE MAIN PLAYERS



ROBERT HASLAM

Affectionately known as 'Pony Bob' after his early exploits as a rider for the Express, British-born Bob epitomised the tenacity and bravery of the young riders employed by the fabled delivery service.



WILLIAM CODY

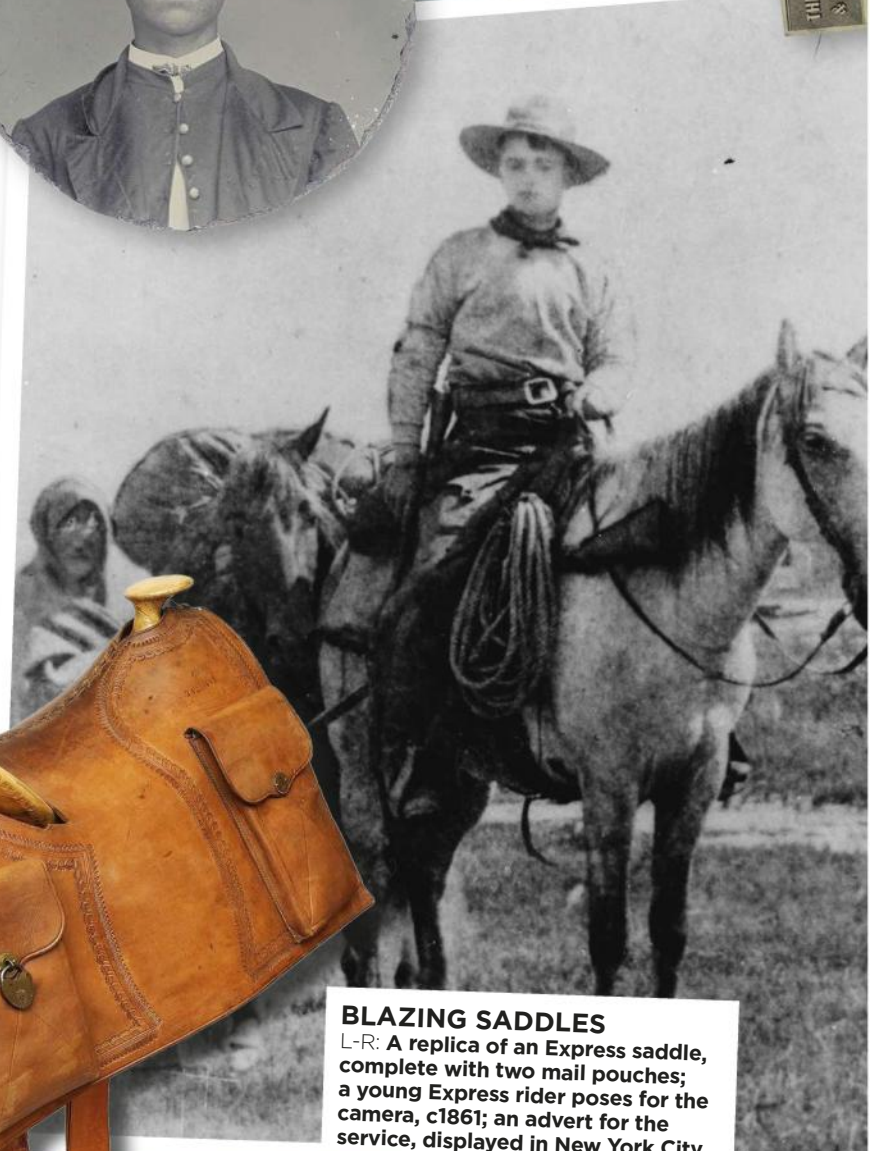
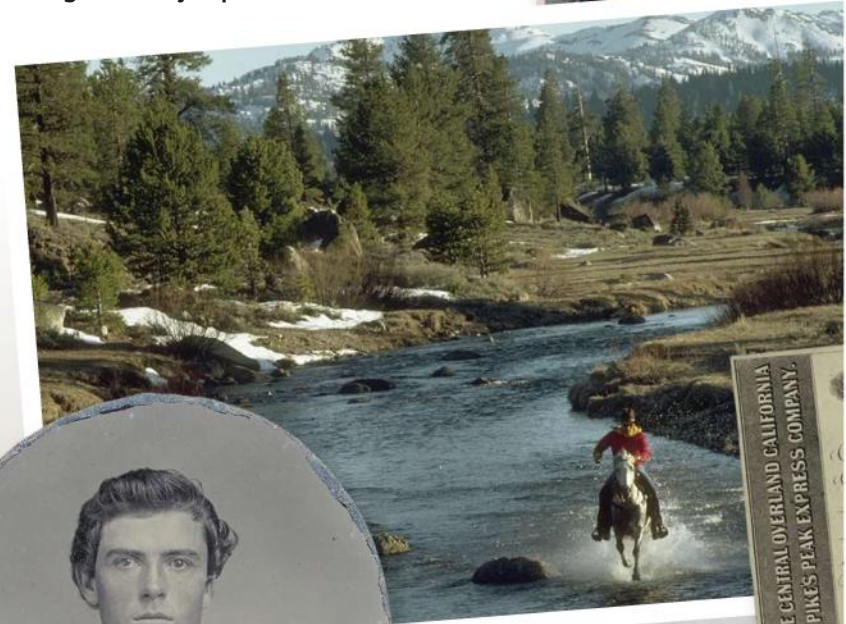
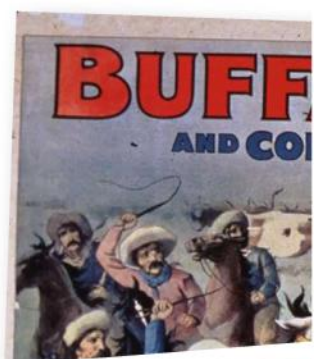
Better known as Buffalo Bill (a nickname born from his hunting prowess) Cody immortalised the Pony Express service by incorporating it into his famous Wild West shows from 1883–1916.

WILLIAM RUSSELL, ALEXANDER MAJORS and WILLIAM WADDELL

The founders of the Pony Express, a business that was destined to fail – with losses of more than \$1,000 a day – but one that would make the history books.

HORSEBACK HEROES

RIGHT: William Cody, nicknamed Buffalo Bill, stars in a melodrama by novelist Ned Buntline
BELOW L-R: No photos of Pony Bob exist from his time as a rider, but this image of a young Buffalo Bill does; a modern rider canter through the Pony Express route in California



BLAZING SADDLES

L-R: A replica of an Express saddle, complete with two mail pouches; a young Express rider poses for the camera, c1861; an advert for the service, displayed in New York City

BUFFALO BILL'S WILD WEST

CONGRESS OF ROUGH RIDERS OF THE WORLD.



EXPRESS MAIL
Two Express-delivered notes - one bears stamps from each station it passed through

\$1

The cost, per half ounce, of sending mail via the Pony Express

Popular belief also insists there was a strict code of conduct in the company, with no swearing,

drinking or gambling tolerated. But, despite the danger, discomfort and discipline, being chosen as a rider for the Pony Express came with considerable bragging rights, and the pay was very attractive. The boys were bagging up to \$100 a month (more than triple normal wages), and positions were highly sought after.

LIVING LEGENDS

Some of them quickly became legends and, if the stories are to be believed, for good reason. The riders all carried firearms and were often called into action to defend their cargo. According to one account by 'Broncho Charlie' Miller, who claimed to have worked for the Express, one 14-year-old rider, Billy Tate, took out seven Paiute before succumbing to multiple arrow wounds.

But the speed of their steeds was the riders' best defence. Author Mark Twain, who spied the blur of a Pony Express rider during a journey to Nevada in 1861, memorably describes "the swift phantom of the desert" in his book *Roughing It*.

Later, it was Buffalo Bill who embedded the alleged deeds of Pony Express riders into the growing mythology surrounding the American West. He helped to create and spread the era's romantic narrative with his famous Wild West show, an extravaganza that starred the likes of Annie Oakley and Sitting Bull, and which toured the US and even travelled overseas.

All the stories conjure up an evocative image, of a lone rider being pursued across the plains by tribal warriors, escaping through a hail of arrows to heroically deliver his package on time.

The problem for historians is that many of the anecdotes have just one source - the riders themselves. Layers of embellishment and sensationalism were inevitably added to some of the tallest tales as they were repeatedly recounted by professional raconteurs like Twain and Buffalo Bill, and became plot fodder for popular Western Dime novels.

But the legend isn't entirely based on sepia-tinted nostalgia and fertile imaginations. Even the revisionist historian Christopher Corbett - who questions whether the 'orphans-preferred' ad really existed and also doubts William Cody's claims to have been a fully fledged Pony rider - gives credence to the stories about the greatest rider in the short history of the Express: Robert 'Pony Bob' Haslam.

In November 1860, when there was still a gap in the Pacific Telegraph system across the wilds of Nebraska, Haslam is credited with delivering the news to California and the rest of the West that Abraham Lincoln had been elected President - tidings that had a profound effect on a country teetering on the edge of civil war. Reports claim that the excited rider thundered up to the sentries of Bucklands station yelling "Lincoln's elected!"

The most famous incident involving Haslam has him completing a 120-mile journey in 8 hours and 20 minutes, carrying Lincoln's inaugural address in his pouch, despite having been shot in the arm and through the jaw with an arrow, losing several teeth. But even this wasn't his biggest achievement...

PLAIN CLASH

Robert Haslam was born in London in 1840, and moved to America as a teenager, where he found employment on a ranch in Salt Lake City. He worked briefly as a government messenger before, by the age of 20, becoming a hotshot rider for the newly launched Pony Express.

After being hired by the Express in Carson City, Haslam helped build several of the company's stations before being assigned his first run, a 75-mile stretch of barren Nevada terrain, between Friday's Station on the state line (on the shore of Lake Tahoe) and Bucklands Station near Fort Churchill.

Unfortunately, the Pony Express began operating at a time when tensions were running high between the native Paiute and the settlers in the region. The discovery of the Comstock Lode - a bonanza of silver ore unearthed on the flanks

PONY EXPRESS!

CHANGE OF
TIME!



REDUCED
RATES!

10 Days to San Francisco!

LETTERS

WILL BE RECEIVED AT THE

OFFICE, 84 BROADWAY,

NEW YORK,

Up to 4 P. M. every TUESDAY,

AND
Up to 2½ P. M. every SATURDAY,

Which will be forwarded to connect with the PONY EXPRESS leaving
ST. JOSEPH, Missouri,

Every WEDNESDAY and SATURDAY at 11 P. M.

TELEGRAMS

Sent to Fort Kearney on the mornings of MONDAY and FRIDAY, will connect with PONY leaving St. Joseph, WEDNESDAYS and SATURDAYS.

EXPRESS CHARGES.

LETTERS weighing half ounce or under..... \$1 00
For every additional half ounce or fraction of an ounce 1 00
In all cases to be enclosed in 10 cent Government Stamped Envelopes,
And all Express CHARGES Pre-paid.

LETTERS EXPRESS ENVELOPES For Sale at our Office.

of Mount Davidson in 1859 – had brought a wave of prospectors flooding in.

By May 1861, violence was crackling in the air and smoke from Paiute signal fires rose up above peaks across the range. Virginia City was in a state of high alert. A part-built stone hotel was converted into a safe house for women and children, and the men readied themselves for an expected attack.

None of this danger was to deter Haslam from carrying out his duties, however. After receiving the eastbound 10 May mail from San Francisco, he began his Express run as usual, starting at Friday's Station (1 on map). He completed the first 60 miles to reach Reed's Station (2) on Carson River without encountering any problems.

He was unable to get a fresh steed, however, because all the horses had been seized by

frightened settlers preparing to defend their properties. All he could do was feed and water his tired mount, and strike out for Bucklands (3), 15 miles further on.

This should have been the end of his run, but he was met by a relief rider who, petrified of being attacked, refused to take the mail. The

station Superintendent, WC Marley, offered Haslam \$50 to continue, and the young man readily accepted.

Armed with a seven-shooter Spencer rifle and a Colt revolver, Haslam hopped onto a fresh horse and set off within ten minutes.

He travelled to the Carson Sink without incident, and continued apace through the desolate land to

Sand Springs, where he again swapped his mount. After one more change of steed at Cold Springs, he finally handed over his satchel to a relief rider called JG Kelley at Smith's Creek (4).

Haslam rested at the station for just nine hours, before he began the long trip back with the westbound mail.

RETURN TO SENDER

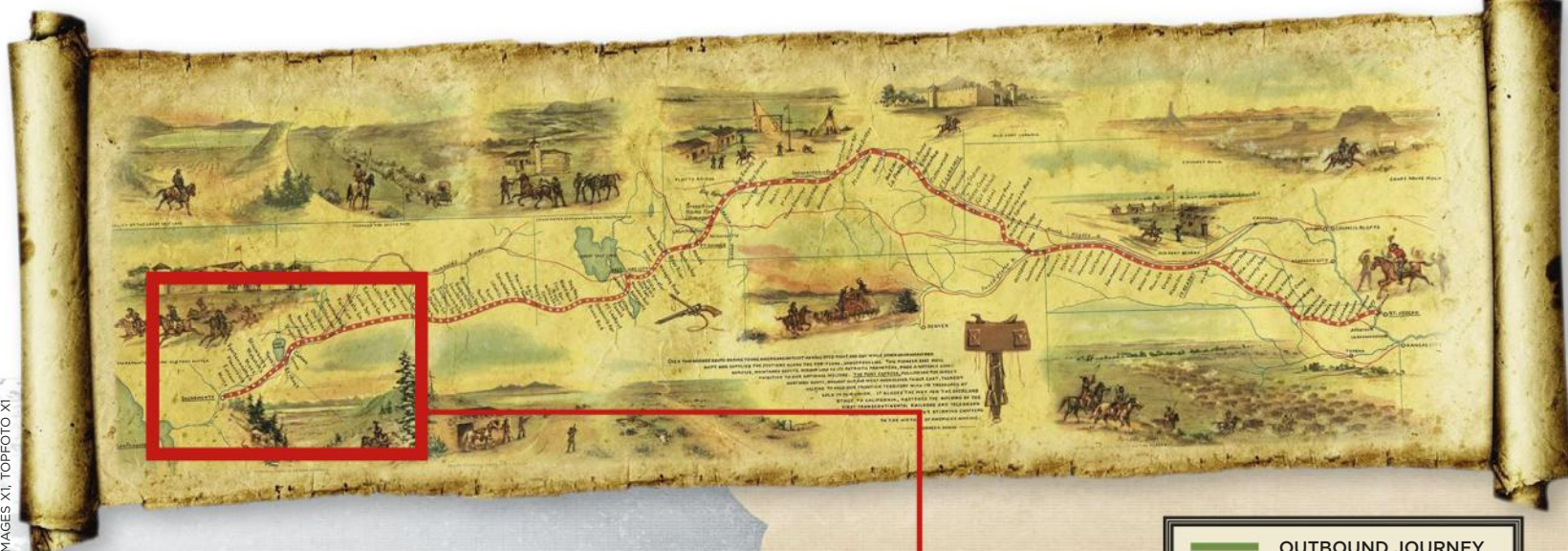
At Cold Springs (5), a horrific scene greeted Haslam. The station had been attacked, the agent was dead and the horses had been driven off. Hastily, he watered and fed his tired mount and urged it on, into the gathering night towards Sand Springs, 30 miles away across prairies potentially full of Paiute warriors.

Haslam kept careful watch on his horse's ears, knowing they'd twitch at the sound of impending attack. Fortunately, the only danger his steed sensed was the presence of wolves – although there's some evidence that he rode right through a circle of Paiute in the dark, without realising.

At Sand Springs (6) he recounted his grisly find at Cold Springs, and convinced the

80

The number of riders working for the Pony Express at any one time



THE WILD, WILD WEST

Even now, Nevada is a desolate region, but in the mid-19th century, it was the epitome of the Wild West. Patrolled by Paiute warriors, the unforgiving desert was punctuated only by a few stingy creeks and the odd ultra-remote settlement. Riders had no back-up here; they relied on their wits and the speed of their horses to get through hostilities. Haslam's standard route also took him through part of the Carson Range, a spur of the Sierra Nevada.

1 FRIDAY'S STATION 11 May 1860

By the banks of Lake Tahoe, on the California-Nevada state line, Robert Haslam begins his standard run.

2 REED'S STATION

With Paiute attack thought to be imminent, Haslam arrives at this base on the Carson River to discover all the horses have been commandeered by white settlers. He continues on a fatigued steed.

3 BUCKLANDS (LATER KNOWN AS FORT CHURCHILL)

Haslam completes his run, only to find that his relief rider is too scared to continue. Haslam is offered \$50 to do a double run, which he accepts, departing immediately on a fresh horse.

4 SMITH'S CREEK

After riding another 130 miles through the Carson Sink and the dry and sandy hills between Sand Springs and Cold Springs, Haslam hands over his load over and rests before starting his return leg.

5 COLD SPRINGS

Haslam discovers the station, which he had ridden through just hours before, has been attacked. The agent is dead and the horses have scattered. He feeds and waters his horse before riding into the night.

6 SAND SPRINGS

Arriving safely, Haslam describes the carnage at Cold Springs and persuades the agent to flee with him to the Carson Sink. Hours later, the Sand Springs station is attacked.

7 CARSON SINK

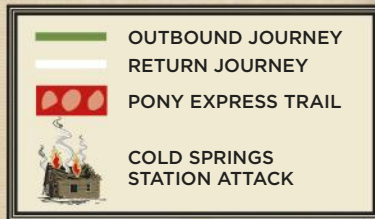
Haslam arrives to find the occupants ready for a fight, as 50 war-painted Paiute have been spotted earlier in the day. The rider rests for an hour, and then rides to Bucklands.

8 BUCKLANDS

Arriving just three-and-a-half hours after his scheduled time, Haslam retells his ordeal. His bonus is raised to \$100.

9 FRIDAY'S STATION

Around 36 hours after he'd left, Haslam arrives back at his home base, virtually back on schedule, having ridden 380 miles through the Sierra Nevada and across plains crawling with Paiute warriors.



San Francisco



SPREAD THE NEWS

RIGHT: Pony Bob tears through hostile terrain carrying the note above, which holds the news that Lincoln had become President



HORSEBACK HEROES
Today trail markers, featuring the Pony Express founders, line the historic route



WHAT HAPPENED NEXT?

Already a commercial failure, the outbreak of the Civil War and the completion of the transcontinental telegraph line spelled the end for the Pony Express, which closed in October 1861. Haslam took a job with Wells, Fargo & Company as a rider between San Francisco and Virginia City. Later, he scouted for the US Army, served as a Deputy Marshal in Salt Lake City, and even accompanied Buffalo Bill on a diplomatic mission to negotiate the surrender of Native American Chief Sitting Bull in December 1890. Despite his illustrious life, however, he spent his final years working in a Chicago hotel, and died poor in 1912.

GET HOOKED

READ

Orphans Preferred: the Twisted Truth and Lasting Legend of the Pony Express – by Christopher Corbett

VISIT

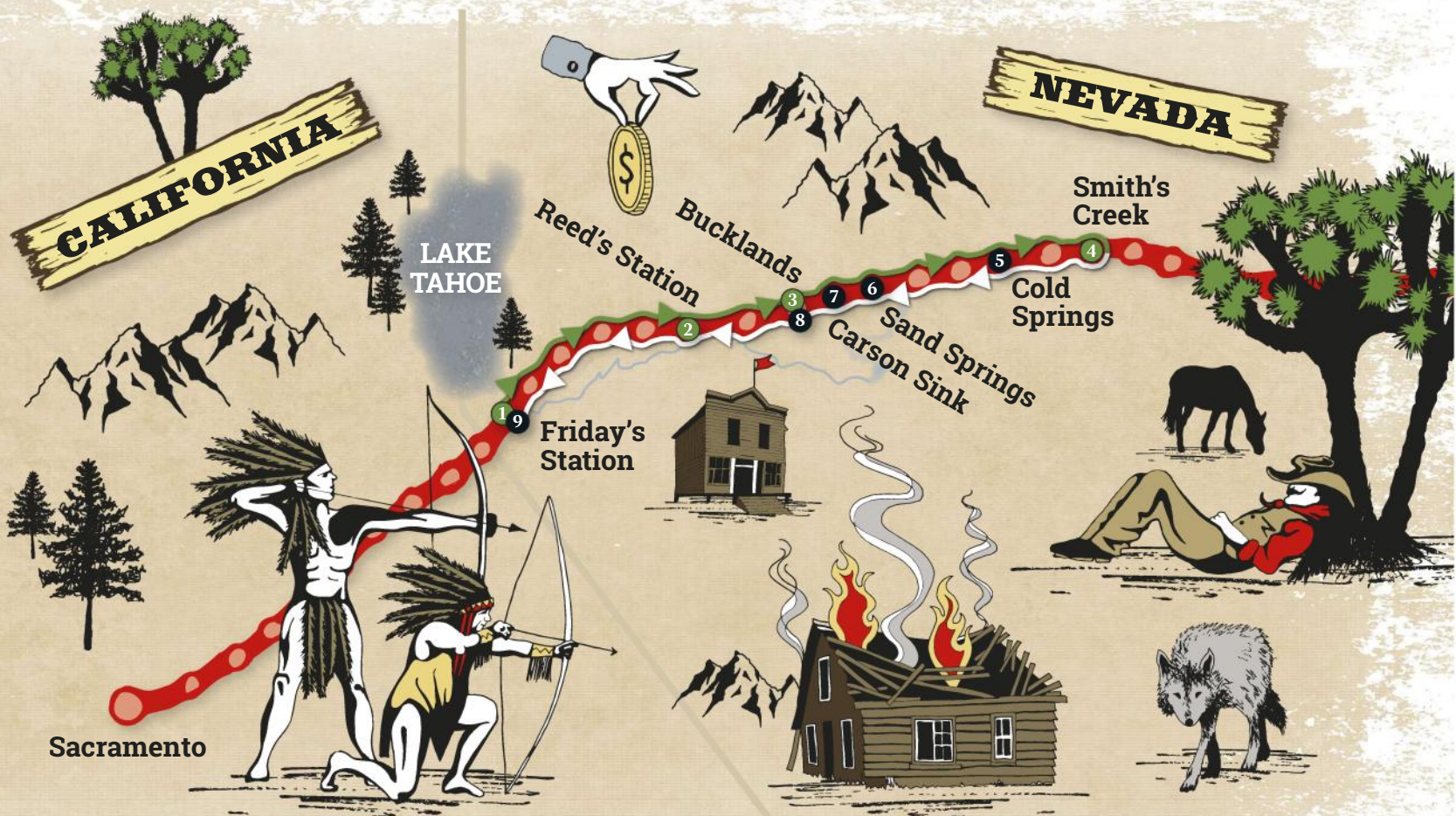
A section of the US50, known as 'the Loneliest Highway in America' traces the route of the Pony Express covered by Robert Haslam, taking in Fort Churchill (formerly Bucklands) and the preserved stations of Sand Springs and Cold Springs.



WHAT DO YOU THINK?

Whose remarkable journey should we feature in our next Great Adventure?

Email: editor@historyrevealed.com





GREAT ADVENTURES DARWIN AND THE BEAGLE

TRAVEL BROADENS THE MIND

The *Beagle* sails off from the coast of Brazil, with a young Charles Darwin – influential ideas forming in his head – on board

“It never occurred to me, that the productions of islands only a few miles apart, and placed under the same physical conditions, would be dissimilar”

Darwin nearly misses his biggest discovery on the Galápagos



THE VOYAGE OF THE *BEAGLE*

Join the father of modern biology on a
boat trip that would forever transform
the way we see the world...



GREAT ADVENTURES DARWIN AND THE BEAGLE

When HMS *Beagle* set sail from Plymouth Sound on 27 December 1831, under the command of Robert FitzRoy, its captain and crew – including recent arts graduate Charles Darwin – expected their voyage to last 24 months. Five years later, the brig returned. The ship had circumnavigated the planet, while Darwin collected specimens and began developing a theory that would revolutionise everything our species knew about the world.

Darwin's findings questioned and then eclipsed prevailing notions of creationism pedalled by religious establishments, but when he boarded the *Beagle*, the 22-year-old didn't mean to rock the boat. He was preparing to embark on a career as a country clergyman, and appeared destined for life as a parson with a passionate interest in nature. Instead, this epic adventure set him on a path that led to a place in the pantheon of science.

THE BEAGLE BUNCH

Built in 1820 as a Cherokee-class, ten-gun brig-sloop, the *Beagle* was later refitted as a survey barque. At that time, the British had a keen eye on South America, where several nations had recently won independence from Spain and, in 1826, the *Beagle* embarked on a hydrographical survey of Patagonia and Tierra del Fuego, initially under the captainship of a Pringle Stokes. When Stokes took his own life in Tierra del Fuego, he was ultimately replaced by former flag lieutenant Robert FitzRoy – a 23-year-old who'd been in the Navy since the age of 13.

The *Beagle* returned to England with four Fuegians on board – two men, a boy and a girl – captured by the crew while in pursuit of a stolen boat in Tierra del Fuego. Nicknamed York Minster, Fuegia Basket, Jemmy Button and Boat Memory, these bewildered figures became the subjects of an experiment by FitzRoy, who intended to 'civilise' them with English manners and a Christian education, and then return them home to spread the word. Boat Memory died of smallpox in England, but FitzRoy persevered with his plan when he was commissioned to captain a second South American survey.

After Stokes' suicide, FitzRoy, a complex man also prone to depression, wanted a self-funded scientist to accompany him on the expedition, as a gentleman companion. The position was offered to botany professor Reverend John Stevens Henslow, who instead put forward his pupil and protégé Charles Darwin.

The *Beagle* initially departed Devonport on 10 December, but was delayed in Plymouth (see 1 on map, right) by bad weather and then Christmas drunkenness. When the vessel eventually weighed anchor, Darwin instantly became sea sick and began questioning the wisdom of his mission. He was confined to his cabin for some time, completely missing Madeira, their first port of call.

THE MAIN PLAYERS



CHARLES DARWIN

Darwin simply wanted to see the tropics before settling down as a parson. Instead, the adventure led him to publish theories that remain the base for modern biology. He died in 1882, aged 73.



CAPTAIN ROBERT FITZROY

A brilliant captain and pioneering meteorologist, he invented the word 'forecast'. Cartography from his surveys was used until WWII. Plagued by depression, he committed suicide in 1865.



JOHN STEVENS HENSLAW

Clergyman, geologist, botanist and University of Cambridge professor. Henslow proposed Darwin for the expedition, but dismissed his theory of natural selection.

73

The number of men aboard the *Beagle* when it left Plymouth in December 1831



FULL SAIL

HMS *Beagle*, on which Darwin saw the world, gathered samples and took notes that would be vital to his groundbreaking theories



SAMPLING ON THE SEAS

L-R: One of the marine chronometers from the *Beagle*, used to determine longitude; Darwin's pocket sextant, a celestial navigation device; small lizards, captured and preserved by the naturalist on his trip



JOURNEY OF DISCOVERY

Suffering from seasickness, Darwin made the most of the *Beagle's* many stops, spending a total of three years and three months of the five-year trip on land, looking for specimens. In South America he rode with gauchos, smoked cigars and slept in the open. His biggest discoveries, however, took place on the smallest islands – particularly the Galápagos – where differences between birds and animals held evidence of evolution.

1 PLYMOUTH SOUND, UNITED KINGDOM 27 December 1831

After delays caused by bad weather and over-exuberant Christmas celebrations, the *Beagle* sets sail on her second voyage of discovery, with young gentleman naturalist Charles Darwin aboard.

2 SANTIAGO, CAPE VERDE ISLANDS 16 January 1832

Darwin's journal begins here. The *Beagle* stays for 23 days while Captain FitzRoy takes magnetism measurements. Darwin notes evidence of changing sea levels and collects specimens with ship's surgeon Robert McCormick – but tensions arise between the two men.

3 RIO DE JANEIRO, BRAZIL April – July 1832

Darwin spends his first extended period on land, exploring Rio Macaé and Botafogo Bay. The expedition loses two crew members to malaria and the ship's surgeon Robert McCormick leaves in protest at Darwin's preferential treatment.

4 MONTEVIDEO, URUGUAY – BUENOS AIRES, ARGENTINA

Between 1832 and 1834, the *Beagle* passes up and down the Patagonian coast several times. Darwin

makes repeat visits to the Rio de la Plata cities and Montevideo Bay, fossil hunting and dodging revolts.

5 BAHÍA BLANCA, ARGENTINA

Darwin passes through this city several times during his overland forays, and makes some of his most significant fossil discoveries in the nearby city of Punta Alta.

6 TIERRA DEL FUEGO December 1832 – January 1833

After initially visiting in December 1832, the *Beagle* returns in January 1833. FitzRoy builds a rudimentary mission at Woolya Cove in the Beagle Channel, where he leaves Reverend Richard Matthews and three abducted Fuegians in a failed attempt to 'civilise' the local populace. The *Beagle* finally passes through the Straits of Magellan in June 1834.

7 FALKLAND ISLANDS, SOUTH ATLANTIC 1833–34

The *Beagle* visits twice between 1833 and 1834, when Britain is reasserting its control. The crew provides security and helps quell a revolt. FitzRoy buys a second boat, which he names the *Adventure*. Darwin finds little of interest beyond a wolf-like fox, the warrah, which he correctly predicts is on its way to extinction.

8 VALPARAISO, CHILE July 1834

Darwin again explores inland, reaching Santiago and the foothills of the Andes. In Chile, Darwin contracts Chagas' disease and experiences the effects of a major earthquake and volcanic eruption, which influence his theories about the formation of the world.

9 GALÁPAGOS ISLANDS, PACIFIC OCEAN 15 September 1835

Darwin notes differences between mockingbirds caught on separate islands, and the fact that giant tortoises have shell shapes that also vary from island to island – planting the seed that will grow into the theory of natural selection and evolution.

10 SYDNEY, AUSTRALIA January 1836

Darwin goes on trips into the Australian interior and has his first encounters with marsupials, which he finds extraordinary.

11 COCOS (KEELING) ISLANDS, INDIAN OCEAN April 1836

Darwin explores his theory that coral atolls and reefs are formed when volcanic islands sink below the sea level.

12 MAURITIUS, INDIAN OCEAN 29 April 1836

The dodo has already been extinct for nearly two centuries by the time Darwin arrives, but he studies the effects of introduced animals to the island's ecology.

13 CAPE TOWN, SOUTH AFRICA May 1836

Darwin and FitzRoy meet pioneering astronomer, mathematician and botanist Sir John Herschel, whose work will heavily influence Darwin as he documents his theories. The *Beagle* rounds the Cape of Good Hope on 31 May.

14 ST HELENA, SOUTH ATLANTIC July 1836

Darwin continues his study of island species and their isolated evolutionary direction, and describes the island as "a little centre of creation".

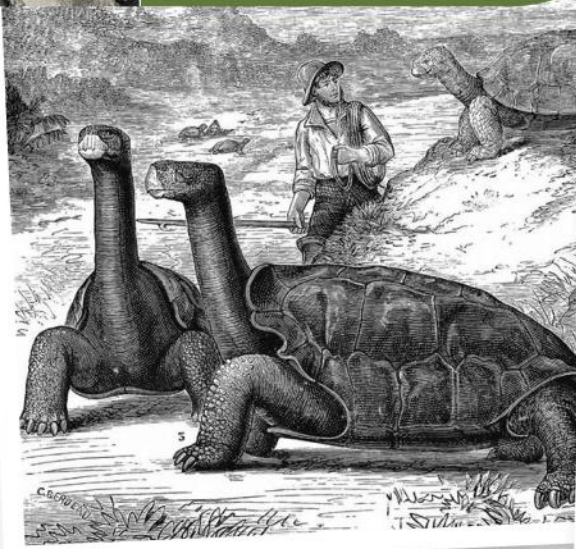
15 FALMOUTH, UNITED KINGDOM 2 October 1836

The *Beagle* finally returns home and Darwin begins the long process of sorting through his specimens and writing up his theories.



TREASURE ISLANDS
The Galápagos Islands of the Pacific were a rich source of evidence for Darwin

GREAT ADVENTURES DARWIN AND THE BEAGLE



FINE SPECIMENS

L-R: The giant land tortoises of the Galápagos islands, which fed into Darwin's theory of evolution; various specimens taken by the scientific explorer from the Cocos (Keeling) Islands; the *Camarhynchus psittacula*, or large tree-finch – one of many birds whose beak shape intrigued Darwin; a *Ceroglossus* beetle that Darwin found in the Andes



In Tenerife, faced with 12 days' quarantine because of a cholera outbreak in England, FitzRoy ordered the ship to proceed straight to the Cape Verde Islands. On Santiago (2), Darwin found a band of seashells 18 metres up a cliff face. He noted this as evidence of dramatic change in global sea levels, which seemed to support a controversial concept, previously put forward by geologist Charles Lyell, that the world had slowly changed over a huge period of time – this would be influential on Darwin's theories.

The *Beagle* crossed the equator on 16 February and, 12 days later, reached Brazil (3). For two months, Darwin roamed Rio de Janeiro and its surrounds, collecting specimens. He explored rainforests around Rio Macaé and Botafofo Bay, while FitzRoy surveyed the Abrolhos Archipelago. Two crew members died of malaria in Brazil, and the ship's surgeon, Robert McCormick – upset at playing second fiddle to Darwin – resigned and returned to England.

On 26 July, the *Beagle* arrived in Montevideo (4), where FitzRoy surveyed the Rio Paraná and sent 50 of his men to help local officials quell a riot. Here, Darwin shipped the first batch of specimens and notes back to his mentor, Reverend Henslow, wracked with doubt about the quality of his work.

FOSSIL HUNTER

Darwin spent several weeks collecting specimens in Patagonia, around Bahía Blanca (5). There, he discovered huge fossil bones in a cliff at Punta Alta, which later proved to

belong to long-extinct and previously unknown creatures including giant sloths and armadillos. Further south down the coast, he also found the bones of a llama-like, humpless camel.

The expedition departed Montevideo on 27 November, and Tierra del Fuego was sighted on 18 December. For a month, the *Beagle* was battered by tempestuous seas around Cape Horn, once almost capsizing – an incident that caused the loss of a significant stash of Darwin's specimens.

Eventually, in smaller boats, FitzRoy and a landing party – including Darwin – entered the Beagle Channel (named after the ship during its previous expedition) and travelled along Ponsonby Sound to Woolya Cove (6). Here, the three surviving Fuegians were deposited, dressed in European clothing and armed with bags of trinkets and utterly useless gifts (such as tea sets) from a well-meaning British public.

The party built a small missionary post and, on 27 January 1833, Darwin and FitzRoy farewelled Reverend Richard Matthews, who remained behind with the three Fuegians to man the mission. Nine days later, when FitzRoy returned to see how his Anglicised ambassadors were progressing, he was disappointed to find that the site had been looted. Matthews had already had enough, and rejoined the *Beagle*, leaving the three Fuegians to their fate.

After a foray to the Falkland Islands (7) – where FitzRoy supplied security for newly established British interests, and purchased a

second boat – the expedition moved back up the east coast of South America.

While the *Beagle* and the new schooner (christened the *Adventure*) completed marine surveys, Darwin spent long periods exploring on land. As well as collecting specimens, he experienced gaucho culture during wild adventures on the Pampas.

ADVENTURE TIME

Beyond the discovery of giant bones belonging to extinct monsters like Mastodons and Megatheriums, these trips were highly eventful. During one extended excursion, Darwin travelled for a period with General Juan Manuel de Rosas – future dictator of Argentina.

This overland epic saw him complete a 200-mile horseback ride from Carmen de Patagones on the Rio Negro to Bahía Blanca, via the Rio Colorado. He then spent 12 days travelling 400 miles from Bahía Blanca to Buenos Aires, climbing the Sierra de la Ventana mountains en route, and subsequently riding along South America's second longest river, Rio Paraná, for a further 300 miles to Santa Fe.

Attempting to return by riverboat down the Paraná, he arrived in Buenos Aires as a revolt was unfolding and became trapped, eventually escaping by boat to Montevideo, where he finally rejoined the *Beagle*.

Besides the evidence he was amassing about an entire strata of megafauna that had mysteriously disappeared, Darwin also found puzzling clues to another conundrum during his foraging forays, including teeth from a

£1,200

The total cost of Darwin's trip (largely footed by his dad, Dr Darwin)



MOMENTS OF NOTE
TOP: Darwin experienced the earthquake which left Concepción, Chile, in ruins in 1835
MAIN: The journal kept by the natural historian on his expedition

horse-like creature that pre-dated the arrival of Europeans to South America. These led him to question why species so similar to surviving animals could have disappeared.

As his collection grew, he took on a servant to help with the process of shooting and stuffing animals, and sending packages back to England. Occasionally, specimens found him. Darwin had been long been looking for a rare sub-species of rhea bird reported by the gauchos. In January 1834, while enjoying a meal shot by expedition artist Conrad Martens, the scientist suddenly realised he was eating the very elusive animal he'd been searching for.

After travelling back down the flank of Patagonia – via the Falkland Islands, where FitzRoy's men helped quash a revolt – the *Beagle* visited the mission in Tierra del Fuego. It was deserted. Jemmy Button remained nearby, but he'd shed his clothes, taken a wife and returned to a traditional way of life.

The expedition negotiated the Straits of Magellan in June 1834, entering the Pacific and turning north along the Chilean coast (8). In Valparaiso, Darwin ventured inland again, as far as Santiago and even Mendoza in Argentina, crossing the foothills of the Andes and making more observations about geological forces. On his return, he contracted a parasitic illness – possibly Chagas' disease – that would cause him lifelong problems.

While in Chile, Darwin witnessed the effects of a volcanic eruption on Osorno and an earthquake in Concepción, prompting him to postulate about plate tectonics and the possibility that South America was rising from the sea (another theory put forward by Lyell).

On 15 September 1835, the *Beagle* reached the Galápagos Islands (9), where Darwin would make his biggest discoveries – helped by a chance encounter. When the scientist met Nicolas Lawson, the acting Governor of Galápagos happened to mention that he could

tell which island a tortoise was from according to the shape of its shell.

Darwin subsequently noted differences between mocking birds native to individual islands and, although he didn't label them at the time, collected finches from the archipelago that would become central to his theory of natural selection and evolution.

HOME TO MAKE HISTORY

Heading west across the Pacific, the *Beagle* visited Tahiti – where Darwin explored his theory about the formation of coral reefs by sinking volcanic islands – and New Zealand.

Though disappointed by the lack of mammalian life in New Zealand, Darwin was spellbound by the wonderfully weird marsupials of Australia (10). After arriving in Sydney in January 1836, he travelled inland to the Blue Mountains, and later explored Tasmania and King George Sound (current-day Albany in Western Australia), before the *Beagle* sailed for Cape Town, via the Cocos Islands (11) and Mauritius (12).

Using St Helena (14) and Ascension Island as stepping stones, FitzRoy took the expedition across the Atlantic and back to Brazil, to double check his previous readings. From here, the *Beagle* finally trotted home, via the Azores, to arrive in Falmouth on 2 October 1836 (15) – three years later than planned.

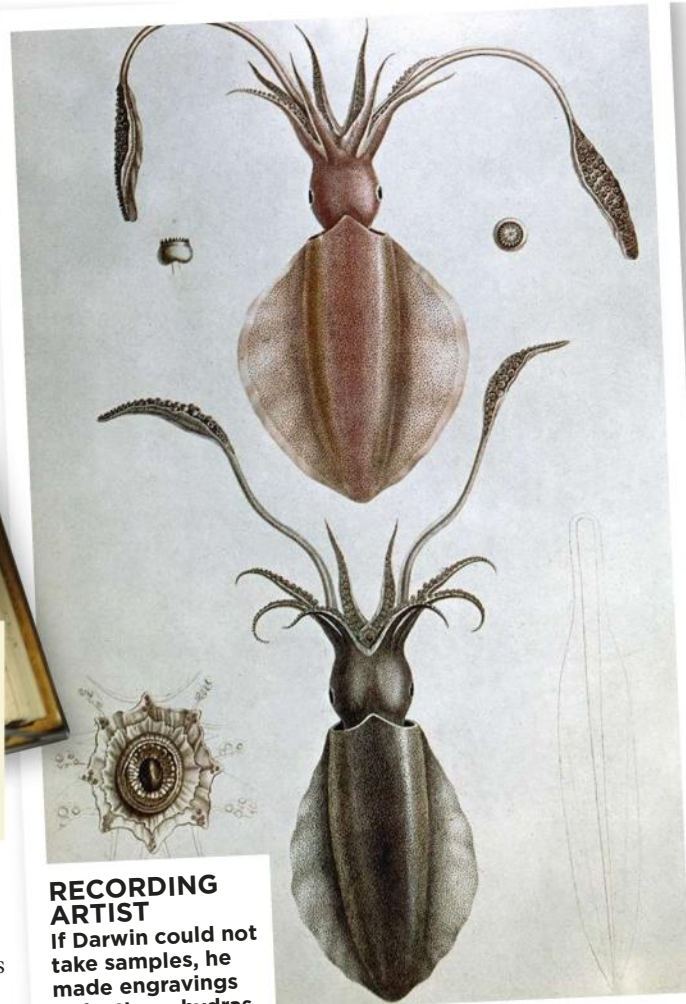
Darwin disembarked from the ship he would make famous, armed with ideas that would become the cornerstones of modern biology – even if it did take him two decades to make them public. 🕒



WHAT DO YOU THINK?

Which other adventurers radically changed the way we see the world?

Email: editor@historyrevealed.com



RECORDING ARTIST
 If Darwin could not take samples, he made engravings – like these hydras

GET HOOKED

READ

The Voyage of the Beagle by James Taylor is a new account of the ship's survey, which puts FitzRoy in the centre of the action alongside Darwin.

This Thing of Darkness by accomplished comedy writer Harry Thompson follows the four Fuegians abducted by FitzRoy.

Originally called *The Journal and Remarks*, Darwin's own account – long-since renamed *The Voyage of the Beagle* – remains one of the bestselling travel books of all time.

VISIT

From Ushuaia in Argentina, it's possible to take a small boat trip into the Beagle Channel to see Yahgan shell middens and encounter marine wildlife, including sea lions.

WHAT HAPPENED NEXT?

In 1839, Darwin conceived his theory of natural selection (that all species of life have evolved over time from common ancestors), but didn't make it public for nearly two decades, until another naturalist and explorer, Alfred Russel Wallace, independently came up with the same concept. The two men's ideas were released together in 1858 (without Wallace's prior approval), and Darwin published his ideas in full in *On the Origin of Species* the following year. The theory split opinions – particularly in the Church of England – but ultimately became a foundation stone of modern natural history.



ALAMY XT, MAIN IMAGE FROM COCKLESHELL RAID BY PAUL OLDFIELD (COPYRIGHT: PEN AND SWORD BOOKS)

COCKLESHELL HEROES

The canoeing commandos of WWII's Operation Frankton had an audacious mission: to sneak past the Nazis and blow up Bordeaux harbour...



“You do realise, if you join my unit your **expectations of a long life are very remote?**”

Major Hasler to the volunteers joining his
Royal Marines Boom Patrol Detachment

**COME HELL
OR HIGH WATER**

Armed with little more than oars and
some explosives, this silent unit faces
almost certain death as it silently
slips into Nazi-occupied France



GREAT ADVENTURES COCKLESHELL HEROES

Only when they were on a submarine, powering away from Scotland into the frigid waters of the North Atlantic, were the 12 men in Major Herbert 'Blondie' Hasler's recently formed special unit told what they'd really signed up for.

The group had been undergoing rigorous canoe training for some eight months, and the rumour was that they were going to see action in Norway. Instead, they were bound for Bordeaux – to make Special Forces' history.

Even during the recruitment process for the Royal Marines Boom Patrol Detachment (RMBPD) – part of Churchill's newly created Combined Operations Headquarters – Hasler had spelled out the unlikely prospect of reaching retirement age for those joining his unit. Most of the young men suspected this was a one-way ticket, and this was quickly confirmed during Hasler's briefing.

Their mission was to paddle six two-man canoes, under the winter-thick cloak of darkness, up a 70-mile-long estuary over three consecutive nights, penetrating into possibly the world's most heavily guarded port, where they would attach limpet mines to strategically selected ships and then retreat. But not back to the submarine – that would be long gone.

"How do we get back home, sir?" One of the men asked.

"You walk." Hasler told them. Across occupied France, over the Pyrenees into neutral Spain, and then to Gibraltar. Hasler was serious. The prospect of a long life never looked so remote. They couldn't even speak French.

BLOCKADE BUSTERS

Combined Ops, under Lord Mountbatten, had decided that these men – along with their semi-collapsible Mark II 'Cockle' canoes – were the answer to the pressing 'Bordeaux Problem'.

Desperately over-stretched, Britain was increasing aware that ships from Asia were routinely outrunning their submarines and destroyers, reaching Europe packed with materials crucial for the Third Reich's war effort. Many ended up in the well-protected port of Bordeaux on the massive Gironde Estuary.

To win the Battle of the Atlantic, Churchill needed this problem sorted, but resources and manpower were desperately short. The Admiralty considered Bordeaux too far up the Gironde estuary to be a realistic target for their boats, and the RAF feared aerial bombing would cost too many French civilian lives, turning public opinion against the Allies.

Whitehall had to be inventive – that's when they remembered a rejected concept put forward by a resourceful, if eccentric, Royal Marine named Hasler. He'd proposed engaging the enemy with canoe-based commandos. In late 1941, with the outlook on the Atlantic darkening daily, his plan suddenly seemed much more attractive.

THE MAIN PLAYERS



MAJOR HERBERT HASLER

Awarded the Distinguished Service Order. Post-war, he became a solo sailor, finishing second in the first single-handed transatlantic race.



CORPORAL BILL SPARKS

Awarded the Distinguished Service Medal, Sparks served in Burma, Africa and Italy before becoming a bus driver and inspector. He died in 2002.

CREW OF THE COALFISH

Wallace and Ewart capsized near Pointe de Grave lighthouse. Washed up on land, they were captured, questioned and illegally executed.

CREW OF THE CONGER

Sheard and Moffatt likely died swimming for shore. Moffatt's frozen body was found on 14 December. It is not clear what became of Sheard.

CREW OF THE CUTTLEFISH

MacKinnon and Conway were separated from the unit but continued with the mission. They were betrayed at La Réole, caught and executed.

CREW OF THE CRAYFISH

Laver and Mills finished the mission, but made it just 19 miles before they were picked up by police, and executed by the Germans.

OPERATION FRANKTON

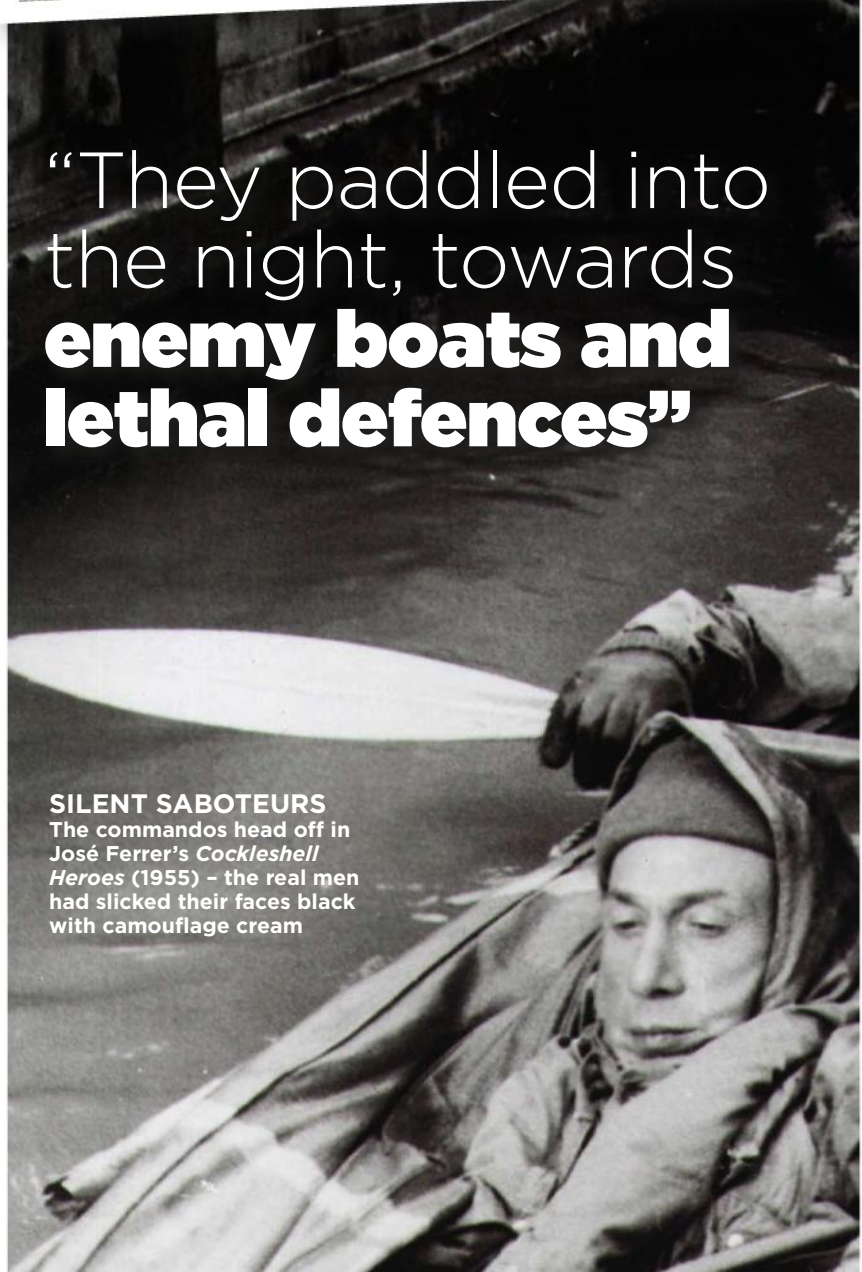
BELOW: HMS *Tuna*, the submarine that delivered Hasler's team to the Bay of Biscay
RIGHT: Two men set out in a Mark II collapsible canoe, given the codename 'Cockle'
BELOW RIGHT: Lord Mountbatten (left) meets with staff at Combined Operations HQ, London

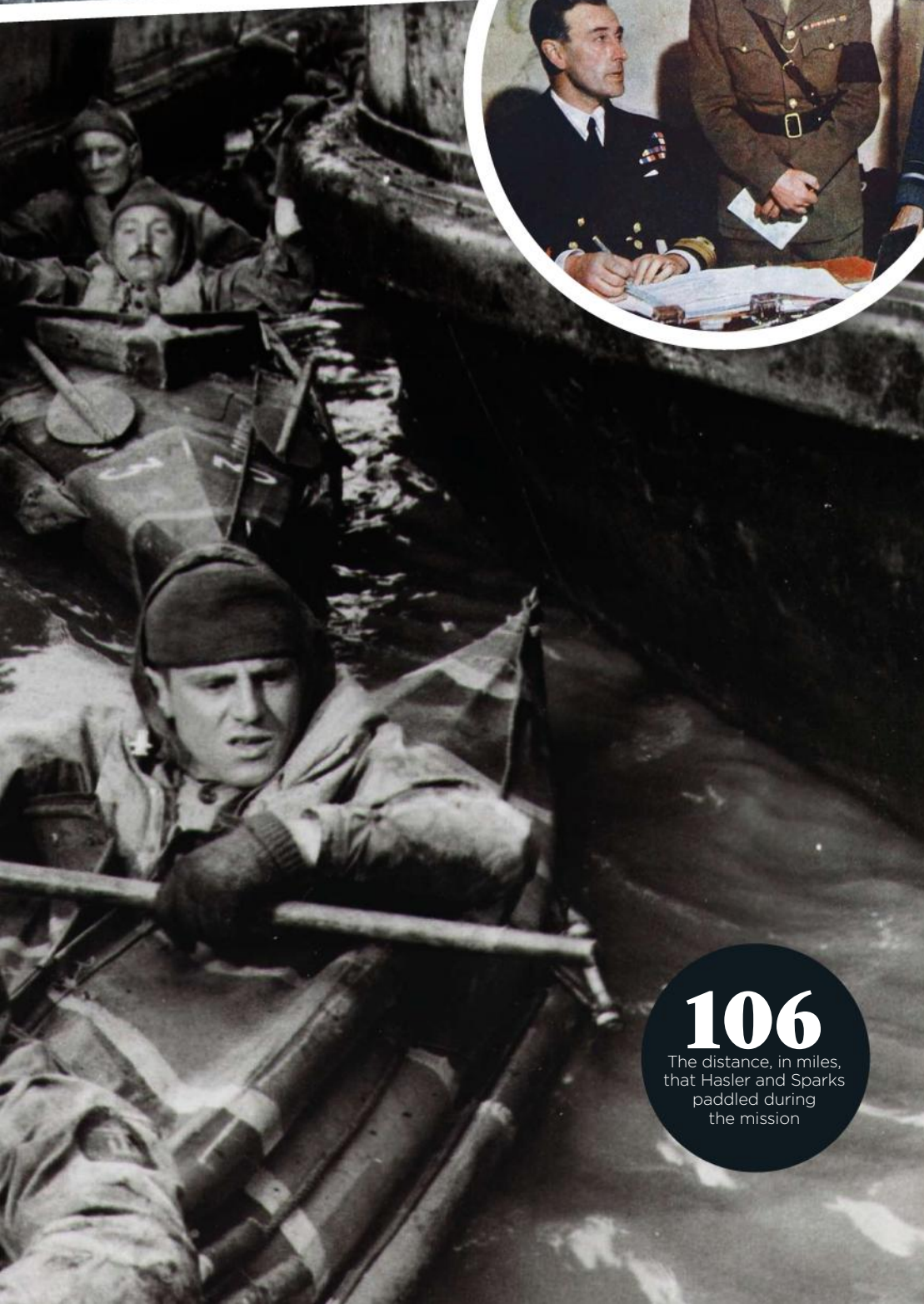


"They paddled into the night, towards enemy boats and lethal defences"

SILENT SABOTEURS

The commandos head off in José Ferrer's *Cockleshell Heroes* (1955) – the real men had slicked their faces black with camouflage cream





106

The distance, in miles, that Hasler and Sparks paddled during the mission

Hasler was invited back to Whitehall, interviewed by Mountbatten and given his own unit to build and train, but it wasn't until 21 September 1942 that he found out what they were training for.

After a briefing about the blockade busters hiding out in Bordeaux, Hasler devised a fully fleshed-out plan overnight. Mountbatten made just two changes, increasing the number of canoes from three to six ("In case of accidents") and insisting that Hasler himself remain behind, as he was too important to risk with an active role in the mission. The Major made an impassioned appeal, stating his case for going, and Mountbatten relented.

After several more weeks of intensive training around Portsmouth, sometimes at night, Hasler handpicked his attack squad.

They were split into two divisions, each containing three two-man boats with specified targets to hit once in position.

In Division A, Hasler would be joined by Corporal Bill Sparks in a canoe called *Catfish*, Corporal Albert Laver and Marine William Mills were in *Crayfish*, and Corporal George Sheard and Marine David Moffatt would paddle *Conger*. B Division placed Lieutenant John MacKinnon with Marine James Conway in *Cuttlefish*, Sergeant Samuel Wallace and Marine Robert Ewart in *Coalfish*, and Marine William Ellery and Marine Eric Fisher in *Cachalot*. A 13th man – Marine Norman Colley – was taken as a reserve.

INTO THE ARMS OF DEATH

HMS *Tuna* surfaced a couple of miles off the French coast at 19:17 on 7 December 1942.

Between 19:36 and 20:03, five cockle canoes were winched over the edge of the submarine, each containing two camouflaged commandos, a small amount of food and clothing, some spare paddles and eight limpet mines. Lieutenant-Commander Dick Raikes, *Tuna's* skipper, described them as a "Magnificent bunch of black-faced villains". Blondie Hasler said he'd be back in March and told Raikes to book a table for lunch at the Savoy for 2 April.

The sixth canoe, *Cachalot*, was snagged and tore while passing through the hatch. Despite tears of protest from Fisher, Hasler ordered them off the mission. Colley was told he wasn't required either, and the ten remaining men paddled into the night, towards an estuary mouth bristling with enemy boats and lethal defences manned by thousands of Germans.

Most of the men had begun canoeing as rank amateurs just eight months previously, and the sea proved their greatest enemy. Two hours in, they hit the first of three tidal overfalls – patches of dangerously agitated water caused when tides collide over shallow spots – which hadn't been marked on their maps. For all his planning, knowledge and skill, these took Hasler by surprise. The result was disastrous.

Suddenly, they were fighting utterly unpredictable metre-high waves. Screaming



GREAT ADVENTURES COCKLESHELL HEROES

instructions about keeping the boats' bows pointing into the water, Hasler punched through with Sparks in *Catfish*. *Crayfish*, *Conger* and *Cuttlefish* all followed, but *Coalfish* disappeared.

The second overfall was worse still, with even higher waves. *Conger* capsized, throwing Sheard and Moffatt into the brine. Unable to right the stricken canoe, the team scuttled it and towed the two freezing men through the remaining tidal rush and into the estuary, where they were taken as close to shore as possible and told they'd have to swim for it.

It was, by now, impossible for the commandos to reach the east bank before dawn as planned, and they were forced to paddle very close to several anchored enemy boats. They split up to avoid detection, but once the danger had passed, *Cuttlefish* failed to re-join the group.

In just ten hours, Hasler's task force of 13 had been whittled down to four. Shattered, the remaining men – Hasler and Sparks in *Catfish* and Laver and Mills in *Crayfish* – pulled into Pointe aux Oiseaux to rest for the day. They were discovered by sympathetic French fishermen at daybreak, who pointed out a safer hiding spot and later returned with food.

Hasler led his depleted team up the estuary over the next three nights, resting during the intervening days at Port des Callonges and then l'Île Cazeau. Shortly before dawn on 11 December, the four men pulled *Catfish* and *Crayfish* into the reeds at Bassens Pontoon Pier, just shy of 2 miles from Bordeaux.

At 21:15 that night, Hasler and Sparks paddled *Catfish* into Bordeaux and placed eight limpet bombs on four ships on the west bank. At one stage, a boat sentry shone a flashlight directly down onto the canoe, but the disciplined commandos froze and the camouflage worked. Meanwhile, in *Crayfish*, Laver and Mills crossed to the east bank, directly opposite Bassens, where they placed their charges on two boats.

ON THE RUN

The men had six hours to get away before the charges began to go off. Purely by chance, the two teams met on l'Île Cazeau, from where they paddled together to Blaye, landing 400 metres apart and scuttling the canoes.

The explosions – music to the men's ears – began at 03:50 and continued for hours. By this stage, they had again split into two teams and were travelling overland, using silk maps. They had a choice: move at night, wearing uniform in the hope that, if caught, they'd be treated as prisoners of war; or pretend to be civilians and travel during daylight, knowing they'd be shot as spies if apprehended.

Hasler and Sparks wore uniforms for two nights, before donning civilian attire given to them by friendly French farmers and villagers, who also supplied them with food and sometimes shelter.

At Ruffec, they expected to be met by the French Resistance, but no one was waiting. Serendipity led the fugitives to Café des Sports, a restaurant run by sympathetic owners, who put them in touch with the local Resistance. They were fed into the 'Marie-Claire' escape line, organised by English woman Mary Lindell.

This network saw Hasler and Sparks safely to Lyon, then Marseille, Perpignan and finally Céret, from where they trekked over the Pyrenees to Banyoles in Spain and reached the British Consul in Barcelona.

Having spent months in each other's company in the most extraordinary circumstances, the two men were finally separated for the last part of their journey. Sparks sailed back to England from Gibraltar, while Hasler was flown back from Madrid – arriving on 1 April 1943 – just in time to meet Lieutenant-Commander Raikes for lunch at the Savoy. 📍

GET HOOKED

VISIT

See the only surviving canoe from the operation at the Combined Military Services Museum, Essex. www.cmsm.co.uk

READ

Cockleshell Raid by Paul Oldfield (Pen and Sword Books) offers a detailed account.

WHAT HAPPENED NEXT?

Strategically and militarily, the mission's achievements were meagre. The boats bombed were all empty, and they only sank a few feet before coming to rest on the shallow bottom of the harbour – all were quickly back in use.

Worse, unbeknown to Hasler or his Combined Ops' superiors, the Special Operation Executive – a different and, in some respects, rival Whitehall department – had

a team of agents on the Bordeaux docks at exactly the same time. This unit was scouting for an operation to blow up a number of boats at a more strategically advantageous juncture, but instead saw all their reconnaissance devastated by Hasler's mines.

However, the Cockleshell heroes blew a hole in German confidence that wasn't as easy to patch as their boats. And the horror of so

many dedicated men giving their lives virtually in vain because of inter-department factionalism galvanised Whitehall to sort itself out. The departments came together to ensure such doubling of effort, resources and risk taking never happened again and, within a couple of years, all three forces and the secret services pulled together to extraordinary effect in the planning and execution of D-Day.

THE LION'S MOUTH

The Germans had two armed trawlers guarding the mouth of the estuary, and a few more trawlers and six minesweepers in the area too. There were at least 24 armed boats on the water – plus, potentially, U-boats, beneath the waves – and plenty of machine-gun posts on land. Yet it was nature, not Nazi defences, that proved most problematic for the unit.

THE MISSION

1 30 NOVEMBER 1942, Holy Loch, Scotland

Royal Navy submarine HMS *Tuna* sets off with the special unit and six canoes aboard – of the commandos, only Hasler knows their true destination.

2 7 DECEMBER 10 miles south-west from the mouth of the Gironde Estuary

Five canoes are launched between 19:36 and 20:03. The sixth, *Cachalot*, is holed while being moved and its crew Ellery and Fisher are forced to stay behind.

3 AROUND 22:00, 7 DECEMBER

Off Pointe de Grave

The unit hits rough seas. *Coalfish* is separated from the group and *Conger* capsizes. Their canoe gone, Sheard and Moffatt are towed into the estuary.

4 NIGHT OF 7-8 DECEMBER Off Le Verdon

Sheard and Moffatt attempt to swim to shore. The canoes split up to avoid being seen by nearby enemy ships, *Cuttlefish* fails to rejoin the group and is lost.

5 PREDAWN 8 DECEMBER Pointe aux Oiseaux

The two remaining teams – Hasler and Sparks in *Catfish* and Laver and Mills in *Crayfish* – pull ashore to rest.

The same day, Wallace and Ewart, of the *Coalfish*, are captured at Pointe de Grave. They claim to be sailors swept overboard but, when their canoe is found two days later, the Nazis become aware of a mission. The pair are executed shortly after.

6 10 DECEMBER L'Île Cazeau

Having stayed the previous day at Port des Callonges, the four men in *Catfish* and *Crayfish* take refuge here on day three. Unknown to either party, the lost *Cuttlefish* crew of MacKinnon and Conway are also sheltering on this island at the same time.

7 11 DECEMBER Bassens Pontoon Pier

The mission lengthened by a day, the four men in *Catfish* and *Crayfish* hide in the reeds nearly 2 miles from Bordeaux itself and prepare to launch their attack.

8 21:15, 11 DECEMBER Bordeaux Harbour

Hasler and Sparks place their mines on ships on the west bank, while Laver and Mills place theirs on boats on the east bank, directly opposite Bassens.

From Holy Loch, Scotland

THE MISSION GIRONDE ESTUARY

10,000

Estimated number of German troops protecting the Gironde Estuary at the time of the mission

THE ESCAPE



THE ESCAPE

9 12 DECEMBER Blaye

Having met again by chance on l'île Cazeau, the crews of *Catfish* and *Crayfish* paddle to this point, landing 400 metres apart, before they split up and set off on foot.

10 14 DECEMBER Montlieu

Laver and Mills are picked up by French police and turned over to the Germans.

11 15 DECEMBER Nâpres

Hasler and Sparks are taken in by a friendly French family.

12 18 DECEMBER Ruffec

Hasler and Sparks make contact with the local French Resistance and enter the 'Marie-Claire' escape line.

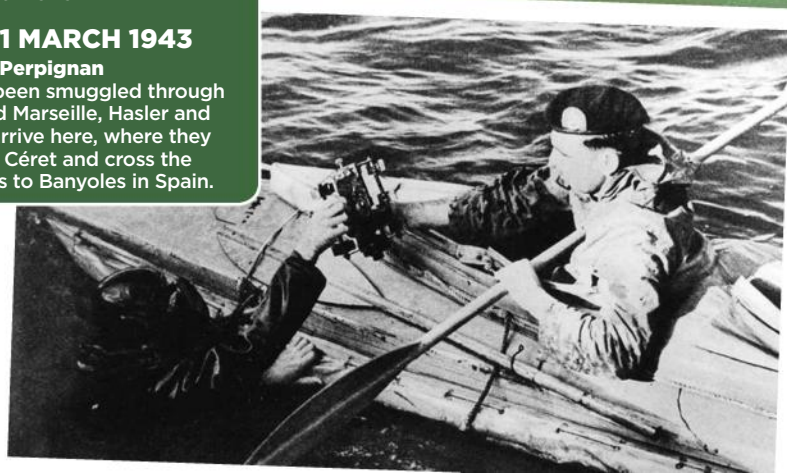
13 18 DECEMBER La Réole

Cuttlefish's MacKinnon and Conway are arrested, possibly while boarding a train. It is thought that they're executed on the same day as Laver and Mills - 23 March 1943.

14 1 MARCH 1943 Perpignan

Having been smuggled through Lyon and Marseille, Hasler and Sparks arrive here, where they travel to Céret and cross the Pyrenees to Banyoles in Spain.

- Mission route
- Escape routes
- No of canoes
- Rough seas
- Overnight stay
- Shelter
- Captured
- Casualty



HANDLE WITH CARE
Commandos pass a limpet mine over the water. Each boat had eight such devices to plant on enemy ships

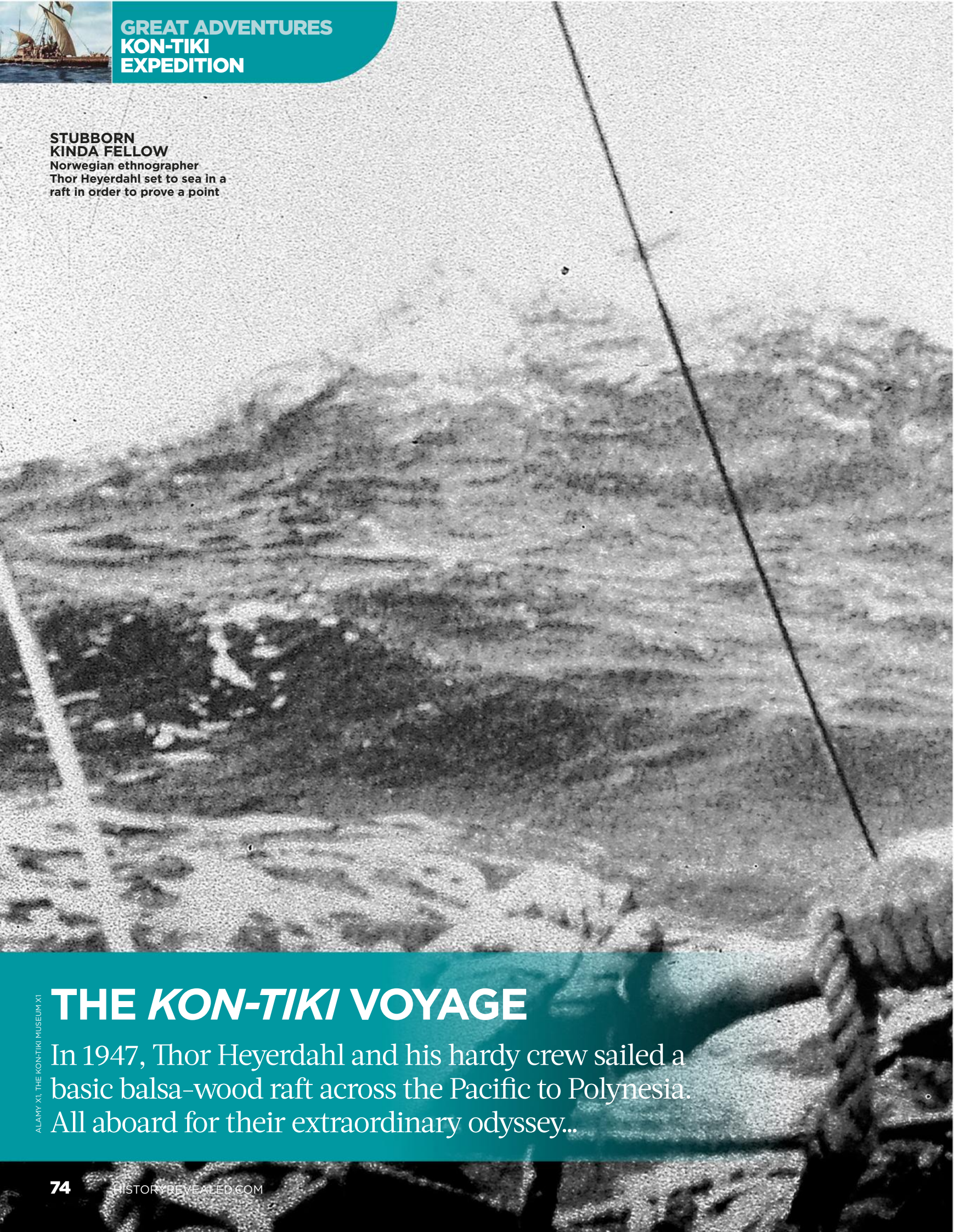




GREAT ADVENTURES KON-TIKI EXPEDITION

STUBBORN KINDA FELLOW

Norwegian ethnographer
Thor Heyerdahl set to sea in a
raft in order to prove a point



THE *KON-TIKI* VOYAGE

In 1947, Thor Heyerdahl and his hardy crew sailed a basic balsa-wood raft across the Pacific to Polynesia. All aboard for their extraordinary odyssey...

“The world was simple
– stars in the darkness.
Whether it was 1947 BC
or AD **suddenly
became of no
significance.**”

Thor Heyerdahl





GREAT ADVENTURES KON-TIKI EXPEDITION

Most academics, when their theories are disputed, react by writing prickly articles in journals. Not so Thor Heyerdahl, a Norwegian ethnographer with an adventurous streak a mile wide.

During World War II, Heyerdahl developed a theory that Polynesia had been populated by a fair-skinned race from South America. Driven away by the Inca, these people had, he asserted, sailed rafts across the Pacific Ocean from Peru to the Tuamotu Archipelago – a voyage of 4,300 nautical miles. He further proposed that they had reached places as far flung as Easter Island, Hawaii and New Zealand. His ideas were fuelled by pre-Incan legends about the sun god, Viracocha – also known as Kon-Tiki – and historical reports from Spanish conquistadors and explorers such as Jacob Roggeveen, the Dutchman who discovered Easter Island in 1722.

His ideas were met with derision by most anthropologists, who held that Polynesia had been populated from the west – from Asia – not from the east. In addition to well-established biological, ethnological and linguistic evidence, his detractors asserted that early civilisations were incapable of travelling such vast distances across the Pacific on primitive craft.

Heyerdahl, who'd served with the Norwegian Armed Forces in exile during World War II, was a man of action, not merely theories. So when a leading academic at a New York museum refused to read his migration-theory manuscript, and added: "Well, you can try a trip from Peru to the Pacific Islands on a balsa-wood raft," that's what he set out to do.

CALL FOR CREW

Heyerdahl decided he'd need five crewmates, all willing to risk their lives to validate a much-disputed idea – for no reward. Fortunately, in that heady post-war period, such men seemed to be in no short supply.

Herman Watzinger, an engineer, signed up after a brief conversation with Heyerdahl in a New York canteen. Neither knew anything practical about seafaring, so Heyerdahl invited a childhood friend, Erik Hesselberg, who'd trained in navigation and spent five years as a sailor. He also approached two Norwegian radio operators, Knut Haugland and Torstein Raaby. His telegram to the three of them was blunt:

"Am going to cross Pacific on a wooden raft... Will you come? I guarantee nothing but a free trip to Peru and the South Sea islands and back, and you will find good use for your technical abilities on the voyage. Reply at once."

They did. All three were in.

The sixth crewmember – Swedish sociologist Bengt Danielsson, who'd just completed a research expedition in the Amazon – joined in Lima. "I knew nothing about the man," Heyerdahl wrote, "But if a solitary Swede had the pluck to go out on a raft with five Norwegians, he could not be squeamish."

THE MAIN PLAYERS



THOR HEYERDAHL

The explorer, author and ethnologist undertook several more long-distance ocean expeditions after the *Kon-Tiki* voyage – despite only learning to swim at 22.



HERMAN WATZINGER

An engineer and the raft's second-in-command, Watzinger took meteorological and hydrographic measurements, collecting vast amounts of data on the trip.



ERIK HESSELBERG

Heyerdahl's childhood friend, and the only experienced sailor on board, Hesselberg acted as navigator and expedition artist.

BENGT DANIELSSON

Swedish sociologist Danielsson spoke Spanish and organised supplies. He returned to live on Raroia with his French wife.

KNUT HAUGLAND

A radio expert on the *Kon-Tiki*, Haugland was highly decorated for his resistance activities during World War II.

TORSTEIN RAABY

The *Kon-Tiki*'s chief radio operator had also worked with Norway's wartime resistance fighters.

ANCIENT METHODS

BELOW AND FAR BELOW: The main hull of the *Kon-Tiki* was nine balsa tree trunks lashed together with 300 hemp ropes, its sail billowing from an A-frame mast. No metal was used in its construction
MAIN: A 6-metre-long oar of fir and mangrove wood at the back of the raft acted as a basic rudder – but the *Kon-Tiki* was largely reliant on favourable currents and winds



"In fighting nature man can win every battle **except the last.**"





VOYAGE OF DISCOVERY

LEFT: Erik Hesselberg, the only sailor among the crew, picks out a tune on his guitar
ABOVE: This snake-mackerel, never previously observed alive, leaped aboard the raft

In South America in early 1947, in between organising funding and permissions, the team began building a raft based on old Spanish illustrations. The design was basic: nine long balsa-wood logs, pointed at one end and lashed together with hemp rope, with eight shorter cross logs. A rudimentary bamboo cabin was constructed, and a single square sail was set between two mangrove-wood masts. Five planks of pine were driven down through the logs to act as keels and stop the raft drifting sideways, and a 6-metre steering oar protruded from the back.

200

Number of coconuts carried on the voyage, along with sweet potatoes and gourds

Heyerdahl insisted that only materials available to the ancients could be used, despite assertions by various experts that the raft would fall apart within weeks. The crew's death was considered inevitable in many quarters, but the American navy still asked them to test new devices and products – including shark repellent.

Initially reluctant to use any modern equipment, Heyerdahl was eventually swayed by Hesselberg's argument that technical instruments such as a wireless would only affect the experiment if they were used to change the course of the raft.

On 28 April 1947, the raft – named *Kon-Tiki* after the pre-Incan sun god – left the Peruvian port of Callao, towed out of port by a tug. Once far enough out to sea to avoid collisions with other boats, the raft was released ready to begin the voyage.

AT THE MERCY OF THE OCEAN

The *Kon-Tiki* was soon caught up in the Humboldt Current, which propelled it deep into the Pacific. Once being carried forward by the current, turning around was impossible. Heyerdahl and his companions were on a one-way, do-or-die mission to Polynesia, with no safety net or plan B.

During the first week, mountainous seas battered the raft. The crew huddled in the tiny cabin, clung to the steering oar and prayed to the gods that their raft would hold together and stay upright. Fortunately, it did, though the sail was nearly destroyed and two men were





GREAT ADVENTURES KON-TIKI EXPEDITION

almost tossed overboard when the raft was set spinning by a errant wave one dark night.

When conditions finally calmed, the sleep-deprived adventurers measured their position. They discovered that currents and south-east trade winds were combining to drag them closer towards the Galápagos Islands than they'd intended. So be it. Though some steering was possible, the *Kon-Tiki* was largely at the mercy of these forces.

Food was one factor the crew didn't need to worry about. They feasted on fresh fish and seafood. Flying fish leapt aboard, virtually into the frying pan on several occasions, and the men caught everything from dorado (mahi-mahi or dolphinfish) to sharks.

Numerous denizens of the deep visited the *Kon-Tiki* – squid, colossal rays and the biggest

fish in the ocean, the whale shark. Twice as long as the raft, that behemoth loomed out of the blue while Haugland was washing his pants.

The crew spotted countless whales, were boarded by octopuses, picked up a retinue of pilot fish and discovered a stowaway in the shape of a crab, who they named Johannes. Several times, too, they observed enormous unidentified dark shapes in the water alongside the raft.

They never saw other boats, being well away from standard shipping routes, and never caught sight of land. When repairs were required or the ropes needed checking, there was no alternative but for one of the men to swim beneath the raft, taking his chances with whatever dangers lurked down there. After one particularly close

encounter with a big blue shark, the men built a rudimentary diving cage from bamboo.

Remarkably, Hesselberg was able to develop some of his photos on the raft. Raaby and Haugland made faint contact with radio hams in the US, Oslo and the Cook Islands, but the closest thing to a safety net the crew had was a tiny rubber dinghy that, at a pinch, could carry them for a few hours if the raft disintegrated.

The *Kon-Tiki* often sailed perilously close to disaster, not least when freak waves threatened to drown the crew. On one occasion, Watzinger was washed overboard in heavy seas and almost left behind. Haugland dived in with a rope and saved him – but then both men were almost taken by a shark as they were being pulled in.

CATCH OF THE DAY

BELOW: The crew didn't want for food – they caught plenty of fish, including many sharks
RIGHT: Fourteen weeks at sea brought the men close together

ILLUSTRATION: DAWN COOPER, GETTY XI, THE KON-TIKI MUSEUM X3



4 21 JULY 1947
Herman Watzinger loses his footing and is swept overboard, putting his life in serious danger. Knut Haugland leaps in and both men are hauled to safety – though a shark swallows a sleeping bag that's also fallen in the water.

5 30 JULY 1947
Land is seen for the first time since the *Kon-Tiki* left Peru – the atoll of Puka-Puka, most north-easterly outpost of the Tuamotu archipelago. But the men are unable to steer the raft towards it.

6 2 AUGUST 1947
The crew tries to land the *Kon-Tiki* on the island of Fangatau, with the help of some locals in canoes. Currents and the reef combine to thwart their attempts, though Haugland spends a little time on shore.

7 7 AUGUST 1947
Land! The *Kon-Tiki* is smashed against the vicious reef surrounding Raroia, one of the largest Tuamotu atolls. Swede Bengt Danielsson is concussed, but the six men suffer only minor injuries.

8 18 SEPTEMBER 1947
The *Kon-Tiki* arrives in Papeete, on the island of Tahiti, where the raft and her crew are picked up by the Norwegian steamer *Thor I* and taken to San Francisco.

COOK ISLANDS

TUAMOTU ARCHIPELAGO

MARQUESAS

TAHITI

SOUTH EQUATORIAL CURRENT

On 30 July, Watzinger woke the crew with an excited shout: "Land!" He'd spied Puka-Puka, the north-easternmost outpost of the Tuamotu archipelago. But the *Kon-Tiki* drifted past the atoll before the men could manoeuvre the cumbersome raft towards the island.

Three days later, they arrived at Fangatau. While looking for an opening in the reef around the atoll, they were approached by a canoe from which, to their surprise, emerged a shout: "Good night!" This was the extent of that man's English, but he rallied more canoes to assist the *Kon-Tiki* to land.

Boarding a canoe, Haugland headed to the shore to enlist more help, but in his absence, the *Kon-Tiki* was pushed out to sea. It was only after several fraught hours that he persuaded the locals to paddle him back to the raft, to the crew's relief.

CRASH LANDING

By 7 August, the crew found themselves being swept towards the reef around Raroia, one of the largest atolls in the archipelago. Alert to the danger they faced from an uncontrolled landing,

Torstein contacted a radio operator in Rarotonga and instructed him to raise the alarm if nothing was heard from the Scandinavians within 36 hours. Just minutes after that message was sent, the *Kon-Tiki* crashed into the reef.

The impact was violent, but the crew suffered only minor injuries – and found themselves shipwrecked on a paradisiacal Pacific island. After 101 days at sea, they'd washed ashore on an uninhabited islet.

A few days later, men from the main atoll found them. The French-speaking native chief was utterly incredulous that they'd arrived on a raft, and welcomed them to his village.

The men were adopted by the tribe and given Polynesian names, and endeared themselves to the villagers by saving the life of a sick boy, giving him penicillin. After a couple of weeks, the French schooner *Tamara* arrived to take them – and the remains of the *Kon-Tiki* – to Tahiti, from where the Norwegian steamer *Thor I* carried them back to America.

What was the legacy of the voyage? Heyerdahl's theories about

migration remain disputed by mainstream anthropologists, but he proved one thing beyond doubt: it is possible to reach Polynesia from South America aboard a rudimentary raft. 📍

1,136

Litres of fresh water carried on the raft in 56 water cans, along with a number of sealed bamboo tubes

2 10 JUNE 1947

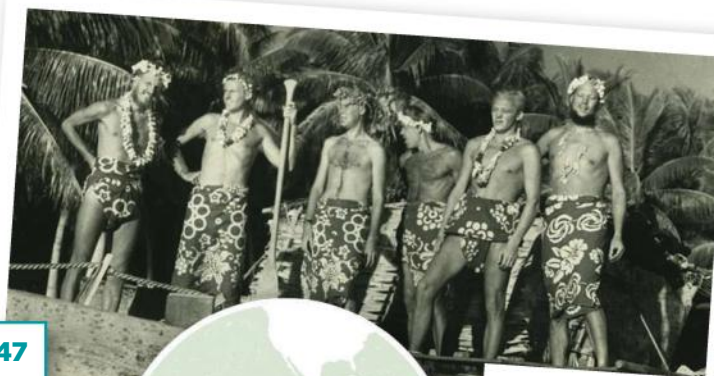
At the most northerly point of the voyage (6°19'S), Heyerdahl realises that the *Kon-Tiki* has strayed closer to the equator than planned, and fears they might sail north of the Marquesas and miss land altogether.

1 28 APRIL 1947

Launch: amid scenes of near chaos, most of the crew are almost left behind. The *Kon-Tiki* is towed from the Peruvian port of Callao and, 50 miles out to sea, cut free to begin the voyage.

3 3 JULY 1947

Signs of land appear. Despite being 1,000 miles east of Polynesia, frigatebirds are spotted. Shortly afterwards, a shark caught by the crew regurgitates an undigested starfish, suggesting that the raft is approaching land.







SOUTH PACIFIC
After landing on Raroia, the crew were adopted by Polynesian villagers



GEOGRAPHY

Heyerdahl believed that even a basic raft with minimal steering could ride a combination of currents and trade winds across the Pacific. The *Kon-Tiki* was taken much closer to the equator than expected, and at one point the crew were worried that they would miss the Pacific islands altogether.

-  OUTBOUND ROUTE
-  RETURN ROUTE
-  CURRENT
-  CRASH



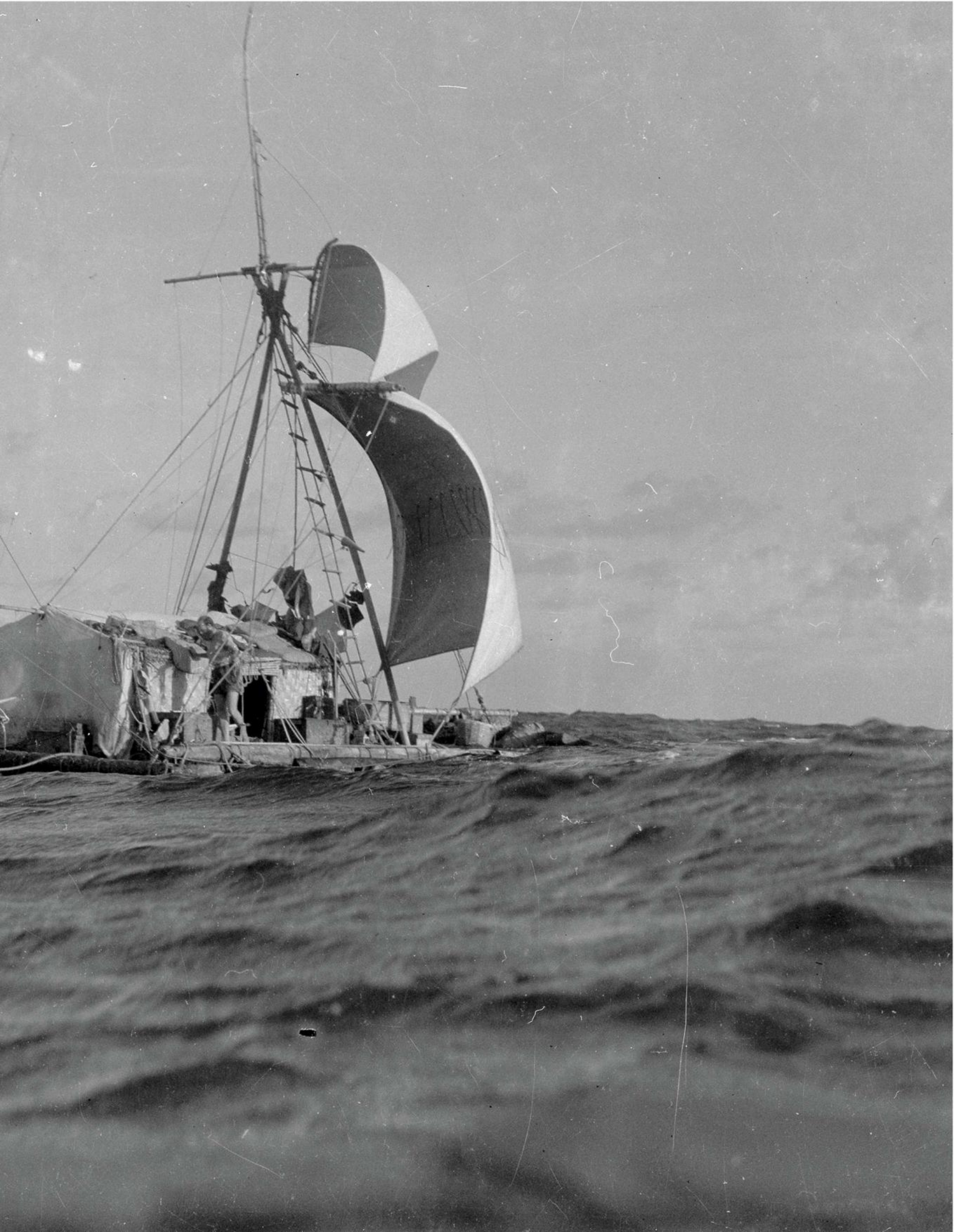


GREAT ADVENTURES KON-TIKI EXPEDITION



CAREFUL PLANNING - AND LUCK

Van der Stok made this
forged travel pass himself - it
took two months





THE ESSEX AND THE WHALE

Discover the true tale that inspired *Moby-Dick*,
and meet the whalers who went from hunters
to hunted in the middle of the Pacific...



KILLER INSTINCT
A sperm whale slams into its pursuers
in this c1875 print - the titanic
cetaceans were among the most
dangerous prey for their hunters

"I could distinctly see him
smite his jaws together,
**as if distracted with
rage and fury**"

*Owen Chase, first mate on The Essex,
describing the whale after its first attack*





GREAT ADVENTURES THE REAL MOBY-DICK

Owen Chase – First Mate on a 27-metre whaling vessel, *The Essex* – was in the midst of the Pacific on the morning of 20 November 1820, when he spotted an unusually large sperm whale acting strangely. The whale, which the First Mate later estimated to be some 85 feet long (26 metres), was at the surface, its head half clear of the water, seemingly eyeballing *The Essex*.

All of a sudden, the mammal spouted and swam rapidly towards the ship. “[It was] coming down for us at great celerity,” Chase would later write. Then the beast rammed its humungous head into the hull of *The Essex*, which reacted “As if she had struck a rock, and trembled for a few seconds like a leaf.”

Chase observed the leviathan pass beneath the injured ship, momentarily stunned by the impact. “I could distinctly see him smite his jaws together, as if distracted with rage and fury,” recounted Chase.

Many of the crew, including the captain, were out hunting in small whaleboats. Those left aboard frantically manned the pumps, but the whale wasn’t done yet. A few moments later, another crew member screamed: “Here he is – he is making for us again!”

This time the whale was charging twice as fast, and with double the intent. It smashed into the boat’s bow with such force that it stove the hull fully in. The aggrieved animal then disappeared into the depths, shortly to be followed by the mortally wounded whaling ship.

As *The Essex* slipped beneath the waves, 20 men were left adrift in three small boats. They were over 1,000 miles from the nearest smudge of land. What happened next was a horribly drawn-out drama, involving more wild attacks, desperate deprivation, death, sacrifice and cannibalism. A handful of the men, including Chase, survived to tell the tale, which inspired American writer Herman Melville to write the classic novel *Moby-Dick*.

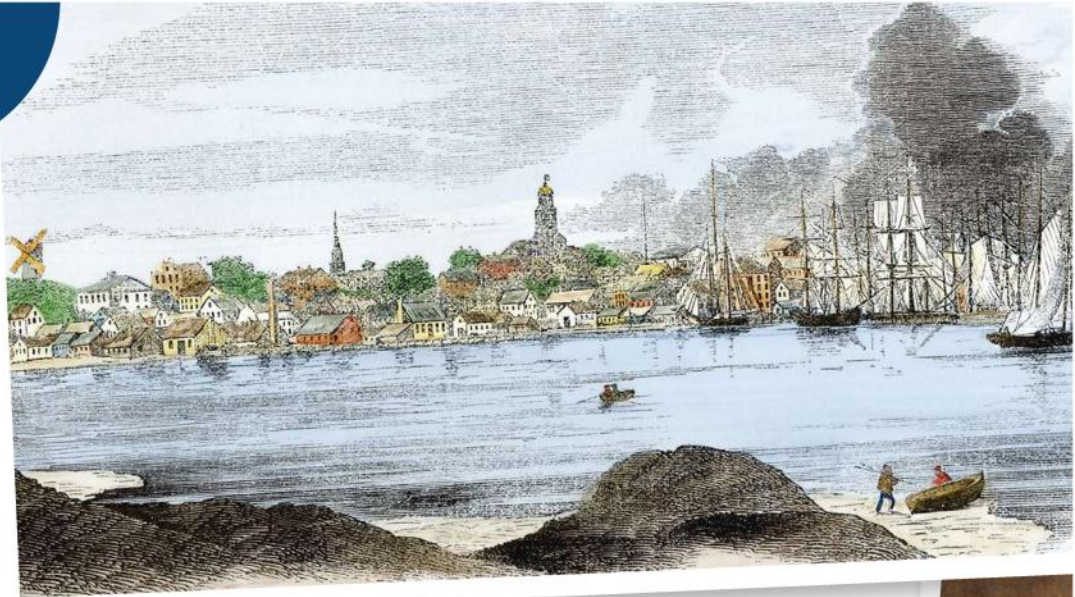
ILL OMENS

The Essex had left Nantucket, Massachusetts, 15 months earlier (point 1 on map, p86), under the command of Captain George Pollard. He had planned a two-and-a-half-year voyage to the whale grounds in the South Pacific, off the west coast of South America.

Almost immediately, the ship sailed into trouble. Within days, *The Essex* was knocked over during a tempest (2), briefly lying on her side before self-righting. A sail was destroyed, along with two of the smaller whaleboats.

Pollard pushed on without stopping to make repairs, but progress was slow and it took five weeks to get around Cape Horn (3). By February 1820, they finally arrived in the once whale-rich waters off the coast of Chile, only to find them almost completely hunted out.

By now the crew were muttering about ill-fate and bad omens, but Pollard knew of a newly



THE MAIN PLAYERS

GEORGE POLLARD

Aged 29 when *The Essex* began its trip, Pollard was one of the youngest-ever captains of a whaling ship. He survived one further wreck, but was branded a Jonah (unlucky) and worked out his days as a night watchman.

OWEN CHASE

The 23-year-old First Mate on *The Essex* quickly wrote an account of the disaster – *Narrative of the Most Extraordinary and Distressing Shipwreck of the Whale-Ship Essex* – before returning to the sea.

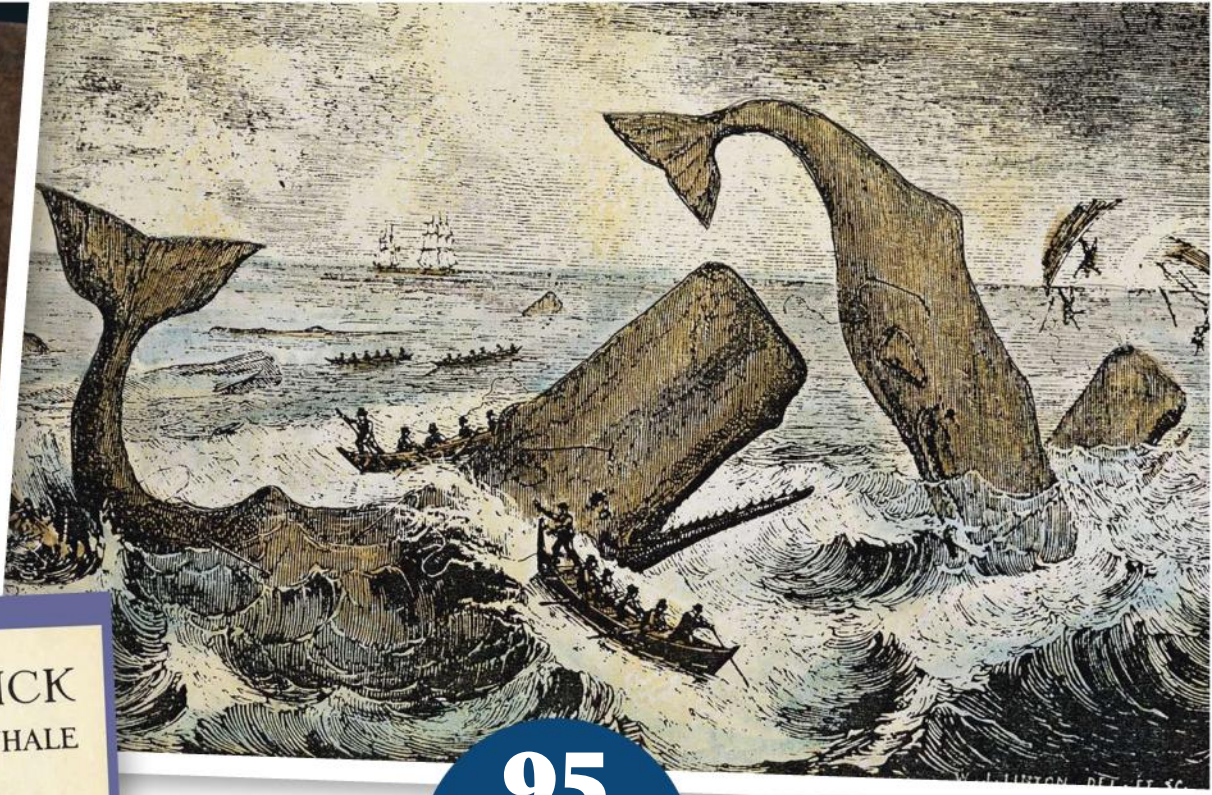
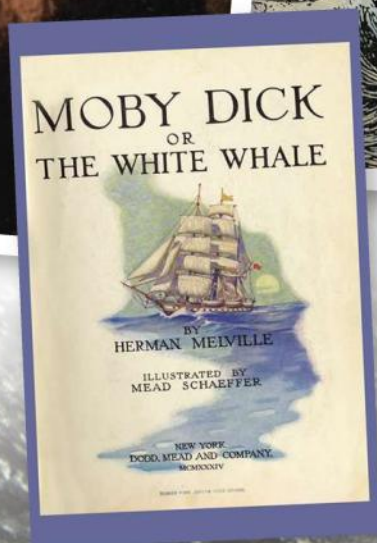
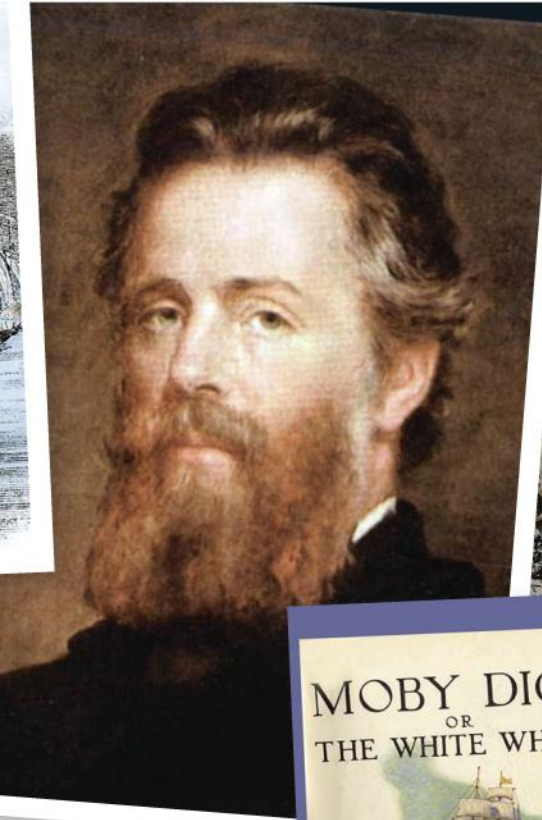
HERMAN MELVILLE

The American writer worked as a seaman aboard a whaler from 1841-42. During this time, Melville met Chase’s son, who lent the author his father’s book. It greatly influenced Melville’s most famous work, *Moby-Dick*.

WHALE TALES

ABOVE, L-R: Sailing ships in the harbour of Nantucket, Massachusetts – the heart of America’s whaling industry; Author Herman Melville, who was so inspired by the tale of *The Essex* that he wrote *Moby-Dick*; Melville’s novel, based on this story, was published in 1851, but saw little instant success; Sperm whales inspired great fear in most hunters – their aggressive attacks were infamous





95

The number of days between the sinking of *The Essex* and the rescue of Captain Pollard

TAKE CHARGE
The behemoth bull whale rams his pursuers in Ron Howard's *In The Heart Of The Sea* (2015)

“As *The Essex* slipped beneath the waves, 20 men were left adrift, over 1,000 miles from the nearest land”

discovered whaling area, 2,500 miles further into the embrace of the Pacific. It was a gigantic gamble taking a small vessel like *The Essex* so far into the open ocean, but captain and crew were chasing a lucrative prize. After a brief stop in Ecuador (4), where one (perhaps prescient) crew member jumped ship, they set a new course.

A leak in the hull forced a stop in the Galápagos Islands (5), where they restocked for the journey ahead. On Hood Island, while repairs were being made, the crew collected hundreds of giant Galápagos tortoises, which could be kept alive on the boat and slaughtered individually, to provide a supply of fresh meat.

During another hunting expedition on Charles Island, one crew member lit a fire for a lark. It was soon raging out of control, eventually setting the entire island ablaze and forcing the sailors to beat a hasty escape. Pollard was furious, and the island was reduced to a charred mess. Two extinctions (the Floreana tortoise and the Floreana mockingbird) are blamed on this unfortunate event, which did little to improve morale.

TURNING THE TABLES

In November 1820, *The Essex* arrived at the hunting ground (6), but still the whaleboats were struggling to make strikes. Whales were definitely present, though, and they quickly began to turn the tables on their pursuers. On 16 November, a boat led by Owen Chase was badly destroyed when a whale surfaced right beneath it.

After 8am on 20 November, a cry of “There she blows” went up. A pod of sperm whales had been spotted. The crew launched the small boats and soon they had harpooned a pair of the mammals. Two of the boats were now being dragged along by the wounded giants, on what was called a ‘Nantucket sleighride’.

Chase, too, had unleashed a harpoon into the side of a whale, but his target fought back,



ON THE HUNT

Whaling in the 19th century was a risky business. Having rowed towards the leviathans in small boats, the hunters would hand-throw harpoons to spear their prey. Injured, the whales would take off, dragging the boats along until, fatigued, they would give up. Sperm whales were infamously aggressive, but were so rich in oil that many hunters considered them worth the danger. The Pacific whaling ground where *The Essex* came to grief was little known in the 1820s, and rumours of cannibal islands were rife.



DISASTER AT SEA
An 1824 woodcut of the tragedy of *The Essex*

1 12 AUGUST 1819 Nantucket, Massachusetts

The Essex departs Nantucket, then the headquarters of the global oil business, with 21 men under the command of first-time Captain, George Pollard.

2 15 AUGUST 1819 North Atlantic

During violent storms, *The Essex* is knocked over, losing her topgallant sail, plus two whaling boats.

3 DECEMBER 1819 Cape Horn

The Essex reaches the cape on 18 December, but has to fight for five weeks before finally getting through the treacherous passage. The crew begins hunting for whales along the coast of Chile, but meets little success.

4 SEPTEMBER 1820 Atacames, Ecuador

Having made the decision to venture further afield to new hunting grounds, *The Essex* calls into Atacames, Ecuador, to pick up supplies. Crew member Henry Dewitt jumps ship.

5 OCTOBER 1820 Galápagos Islands

The Essex is forced to pull in to Hood Island on 8 October to fix a leaking hull. The crew seizes the chance to grab fresh meat in the shape of hundreds of giant tortoises. Two weeks later they stop at Charles Island (now Floreana Island), where they take more tortoises and, after losing control of a fire, leave the island in flames.

6 NOVEMBER 1820 South Pacific, 5-10 degrees south, 105-125 degrees west

The Essex reaches the remote hunting grounds, where they immediately encounter whales. Chase's whaleboat is smashed in a skirmish with a harpooned whale on 16 November and, four days later, the main ship is attacked and sunk by an enraged bull whale.

7 20 DECEMBER 1820 Henderson Island, Pitcairn Islands

After a desperate month at sea, eating sodden supplies and getting rammed by an orca, the 20 men aboard three whaleboats wash up on a deserted island. It offers a trickle of water and a

few eggs. A week later, Thomas Chappel, Seth Weeks and William Wright choose to stay put, while the others get back into the boats and attempt to reach Easter Island.

8 10-12 JANUARY 1821 South Pacific, between Easter Island and Chile

All supplies are exhausted, and the fatalities begin with the death of Matthew Joy. Chase's boat is separated from the others during a storm, and is subsequently attacked by a shark. Survivors soon begin to feed on the bodies of the deceased.

9 20 JANUARY 1821 South Pacific, between Easter Island and Chile

The boat commanded by Boatswain Obed Hendrick is separated from Pollard's; the Boatswain and his men are never seen again. A craft containing three skeletons later washes ashore on one of the Pitcairn Islands, likely revealing their ultimate fate.

10 6 FEBRUARY 1821 South Pacific, between Easter Island and Chile

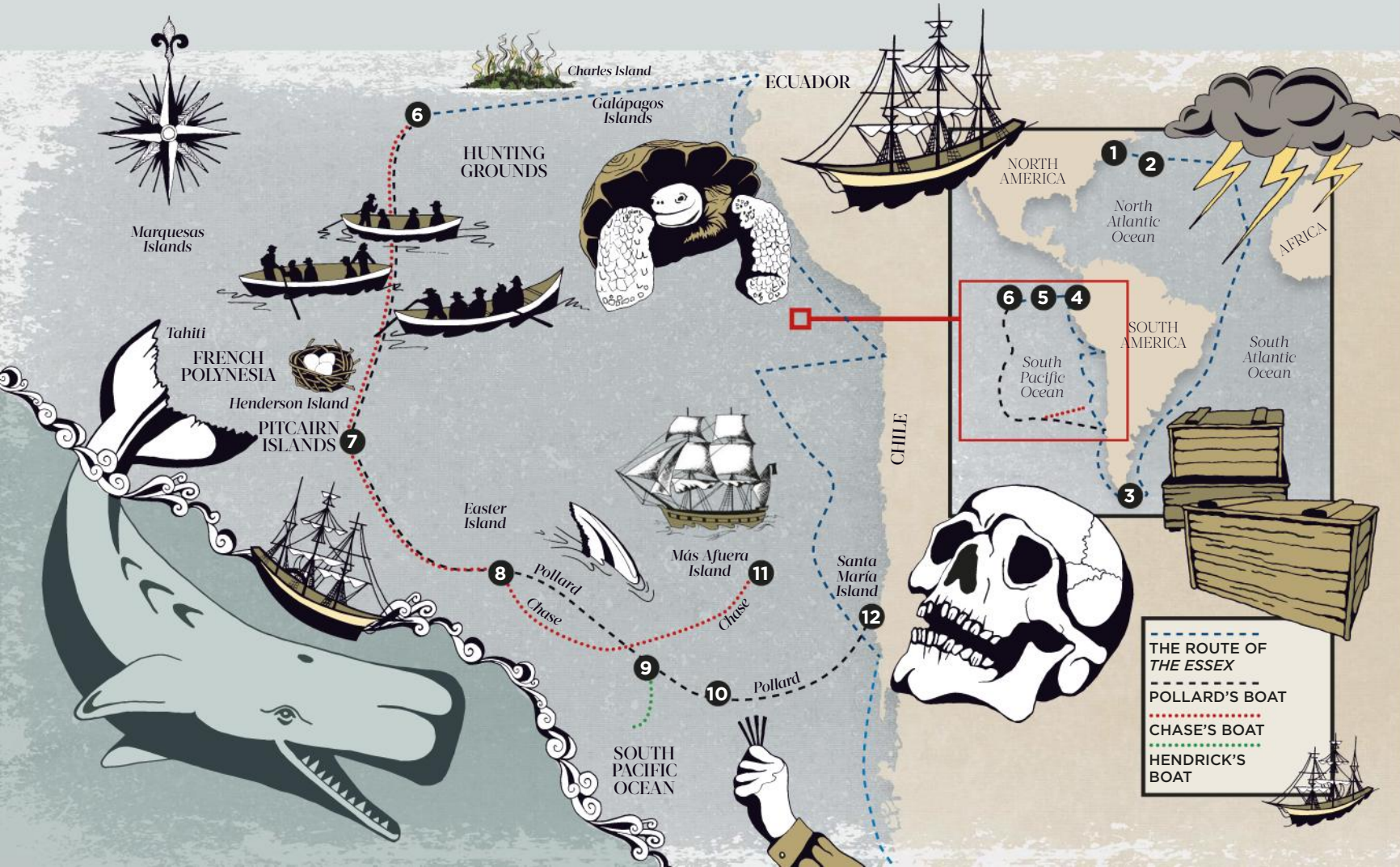
After drawing the short straw, 18-year-old Owen Coffin is shot and eaten by the men on Captain Pollard's boat.

11 18 FEBRUARY 1821 Más Afuera Island (now Alejandro Selkirk Island)

Within sight of land, the three survivors aboard Chase's boat spot the British whaler, *The Indian*, and are saved.

12 23 FEBRUARY 1821 Santa María Island, Chile

Close to land, Pollard and one other survivor are discovered in a wretched state by a Nantucket whaling ship, *The Dauphin*, and rescued.



◀ splintering the side of the boat with a blow. The First Mate was forced to cut the line and limp back to *The Essex*. While he was repairing his boat, the behemoth bull whale appeared, and made its attack.

Realising *The Essex* was doomed even after the first hit, Chase signalled for the two remaining whaleboats to return. Captain Pollard reached his stricken ship just in time to see it sink. "My God, Mr Chase," uttered the shocked Captain. "What is the matter?"

"We have been stove by a whale," his First Mate answered.

LOST AT SEA

The 20 men of *The Essex* were now spread across three 6-metre whaleboats. The ship's Steward had managed to retrieve a couple of quadrants, plus chests belonging to Chase and Pollard, and they had some hastily snatched, sea-sodden rations.

The closest scraps of terra firma were the Marquesas Islands to the west. Captain Pollard wanted to head straight there, but the crew had heard stories of cannibalism on remote Pacific islands. Led by Chase, the majority insisted on sailing south, following the tradewinds and catching westerlies to take them towards the South American mainland, which was an almost hopeless 3,000 miles distant.

For several terrible weeks the sailors survived on scraps of bread, swilling their mouths with seawater and drinking their own urine. After eight days, the terrified men in Pollard's boat were rammed again, this time by a curious orca, but the boat survived the encounter.

A month after the catastrophe, they washed up on Henderson Island (7), part of the Pitcairn group. If serendipity had sent them 100 miles further south-west, they would have landed safely on Pitcairn Island, still occupied by survivors of the 1789 mutiny on the *Bounty*, but it wasn't to be.

Henderson had limited fresh water and bird eggs, which the whalers gorged on. Within a week they'd stripped the island of its meagre resources, and the crew determined to seek salvation by setting off across the Pacific to Easter Island. Three men – William Wright, Seth Weeks and Thomas Chappel – refused to get back in the boats, electing to remain on the island rather than suffer the terrible deprivations and risks involved in a small boat journey across the open ocean.

Buffeted by big winds, the boats were blown 600 miles south of Easter Island. Realising this,

they reset their course for Más a Tierra island, but the fresh water had by now run out, and the situation was about to turn tragic.

VOYAGE OF DEATH

Second Mate Matthew Joy was the first to die, on 10 January 1821 (8). The next day, the boat containing Chase, Richard Peterson, Isaac Cole, Benjamin Lawrence and Thomas Nickerson was separated from the other two in a storm. All alone, the vessel was attacked by a large shark, but the crew fought it off.

Peterson perished next, and, like Joy, was buried at sea in the traditional fashion, sewed into his clothes; the next body would not be treated in the same way. When Cole passed away on 8 February, the decision was made to eat his body parts.

Ten days later, long after the last of Cole had been consumed, survivors in Chase's boat spotted the sails of a British whaler, *The Indian*, and began a desperate pursuit. Within sight of the Chilean Island of Más Afuera (since renamed Alejandro Selkirk Island), having navigated 2,500 miles of open ocean, Chase, Lawrence and Nickerson were saved (11).

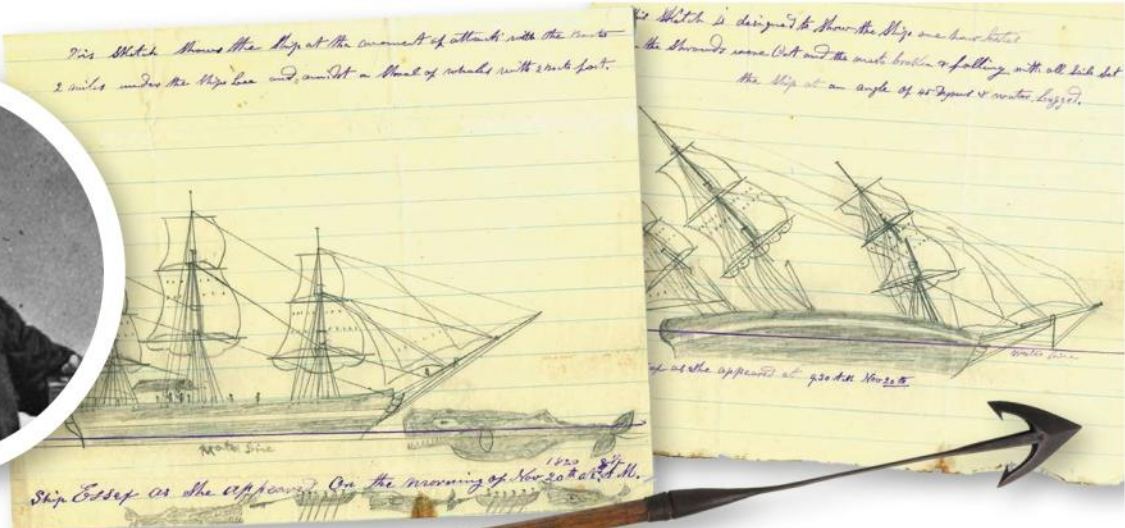
Meanwhile, the crew on the other two boats had also resorted to dark survival means. In

Boatswain Obed Hendrick's craft, four men died and were eaten, before

the boat lost contact with Captain Pollard's vessel (9), and disappeared into the blue. Later, a whaleboat with three skeletons – believed to be remains of this crew – was discovered on Ducie Island, just east of Henderson Island.

In Pollard's boat, the situation was just as horrific (10). The crew had already eaten one of their number, who had died on 28 January, before impending starvation led them to draw lots, to see who should be sacrificed so the others might live. The Captain's cousin, 18-year-old Owen Coffin, lost.

Pollard had promised Coffin's mother he'd look after the boy, and he allegedly tried to intervene, but the teenager apparently accepted his fate. A second lot was drawn to determine who should pull the trigger, and the terrible deed fell to Coffin's equally youthful friend



SURVIVOR STORY

TOP L-R: *The Essex's* First Mate Owen Chase, as pictured in later life; Two sketches of the incident made by the Cabin Boy Thomas Nickerson, who was 14 at the time
ABOVE: A 19th-century whaling harpoon

Charles Ramsdell. On 6 February, Coffin was shot in the head, butchered and eaten.

On 23 February, as Pollard and Ramsdell – now the only survivors – lay wretched in their boat, unaware they were within eyeshot of an island off the Chilean coast, a Nantucket whaling ship, *The Dauphin*, pulled alongside them (12). The men had lost all grip on reality, and were hauled onto the ship still hoarding the bones of their late comrades, from which they'd gnawed every scrap of flesh and sucked all the marrow.

The awful irony of their first fateful decision after the wreck – to bypass the closest land for fear of cannibalism, only to end up eating their own shipmates – would haunt the survivors for the rest of their days. ●

GET HOOKED

WATCH

The ill-fated voyage of *The Essex* has recently been turned into a major film, *In The Heart of the Sea* (2015), directed by Ron Howard and starring Benjamin Walker and Chris Hemsworth.

READ

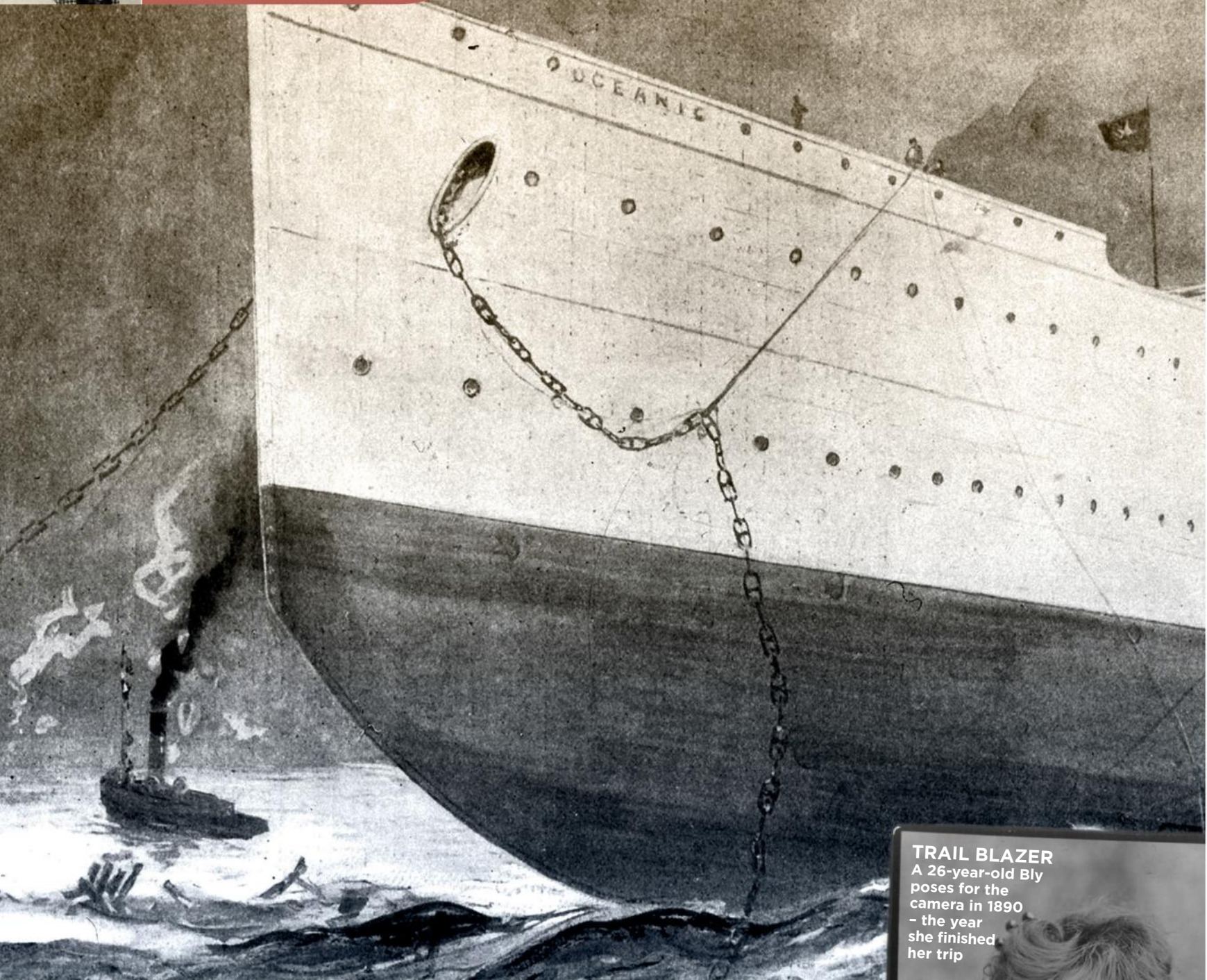
Herman Melville's *Moby-Dick*, which despite being a commercial flop during the author's life, has since become a classic novel of the sea.

WHAT HAPPENED NEXT?

On 5 April 1821, the three men who had remained on Henderson Island were finally rescued, having spent 106 days stranded, struggling on the edge of starvation. Eight of *The Essex's* 20-strong crew survived the voyage. Seven men were eaten.

Survivors from the boats escaped judgement for cannibalism, which was considered justifiable in the circumstances (by the law at least, Owen Coffin's mother was not so forgiving of Pollard). Chase and, much later, the Cabin Boy Thomas Nickerson wrote accounts of the disaster.

360
The number of giant Galápagos tortoises the crew caught on Hood and Charles Islands

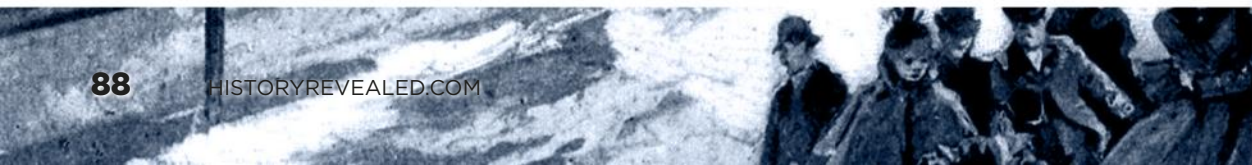


TRAIL BLAZER
A 26-year-old Bly poses for the camera in 1890 - the year she finished her trip

AROUND THE WORLD IN 72 DAYS

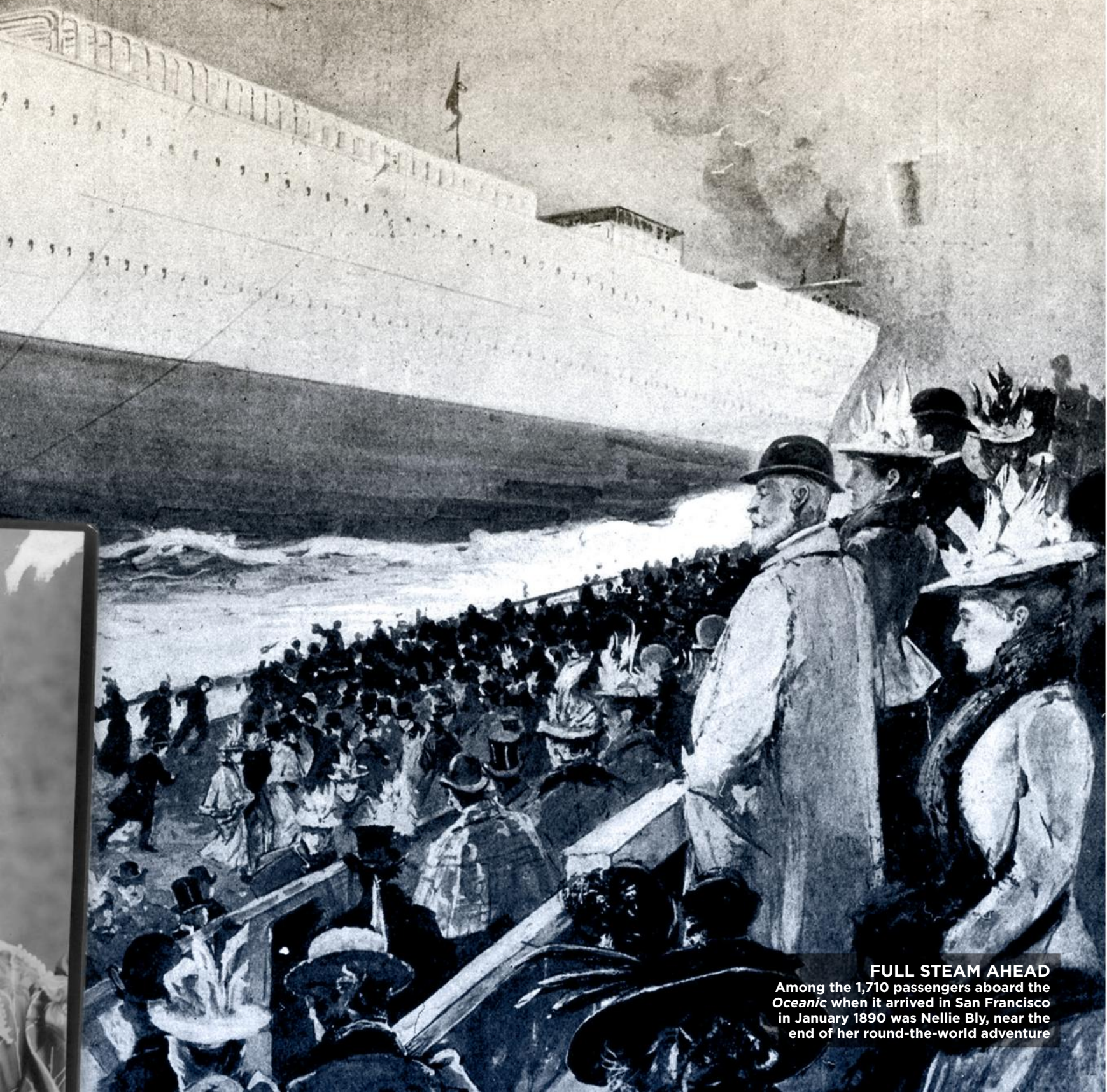
Meet Nellie Bly, the journalist who went around the world in less than 80 days, racing against the fictitious Phileas Fogg and a very real rival travelling in the opposite direction...

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“Never having failed,
**I could not picture
what failure meant...**”

Nellie Bly



FULL STEAM AHEAD

Among the 1,710 passengers aboard the *Oceanic* when it arrived in San Francisco in January 1890 was Nellie Bly, near the end of her round-the-world adventure



GREAT ADVENTURES NELLIE BLY

With his 1873 classic *Around the World in Eighty Days*, master raconteur Jules Verne skilfully captured the excitement of an era in which people could feel the planet shrinking beneath their feet.

In 1869, the First Transcontinental Railroad began sending trains across America, and the Suez Canal opened, connecting the Mediterranean to the Red Sea and Indian Ocean. A year later, Indian railways linked up across the sub-continent – creating a news story that acted as the imaginary catalyst for Verne's plot. It was this that led his protagonist, Phileas Fogg, to set a wager that he could circle the globe from London's Reform Club, door-to-door, in 80 days.

No one tested the plausibility of this feat for 17 years until, in 1889, two people took up the challenge at once. Shockingly for the age, both were women. Neither would have been allowed through the doors of Fogg's gentlemen's club, but both proved more than a match for any pretend Victorian globe-trotting toff, and one in particular specialised in jumping gender hurdles.

LEARNING TO BLY

Nellie Bly was born Elizabeth Jane Cochran in 1864, in a small Pennsylvania town named after her father, Judge Michael Cochran. She was his 13th child, and her early life experiences ignited a fierce fire in her belly. Known as 'Pink' as a youngster, because she was so often dressed in the colour, Cochran would become a trailblazer, carving a career at the cutting edge of journalism under a new name: Nellie Bly.

After the death of her father when she was six, the family fell on hard times. Her mother remarried, but the relationship turned abusive and ended in divorce. Cochran had to leave school and abandon her ambitions of being a teacher. In 1880, the family moved to Pittsburgh, where they took in boarders to make ends meet.

In 1885, Cochran read an article in *The Pittsburgh Dispatch* that would change her life. The viciously misogynistic piece, 'What Girls Are Good For', criticised women for attempting to gain an education, forge a career or stray too far from home. The writer even expressed supposedly tongue-in-cheek support for the practice of girl-child infanticide. Under the pseudonym 'Lonely Orphan Girl', Cochran sent a response that so impressed the editor, George Madden, with its combination of incandescent rage and dignified prose that he published both the letter and an invite for the writer to come in to the office. Madden suggested she write a full riposte to the offending article, and the resulting feature, 'The Girl Puzzle' led to a full-time job.

Madden suggested the nom de plume, Nelly Bly (from a popular song), which became Nellie. Shunning assignments that focussed on fashion, gardening and theatre – traditional fodder for female writers – she instead tackled prickly social issues. Criticism and threats from

THE MAIN PLAYERS



ELIZABETH COCHRAN SEAMAN

Better known by her nom de plume, Nellie Bly. A pioneering investigative journalist who championed women's and children's rights, among other causes.



ELIZABETH BISLAND

The *Cosmopolitan* dispatched this female reporter in the opposite direction to Bly to try and trump her time. By reputation, Bisland was a serious writer.



JOSEPH PULITZER

The Hungarian-born newspaper publisher famous for setting up the Pulitzer Prizes for journalistic excellence. As owner of the *New York World* (among others), he assisted Bly across the US.

JULES VERNE

French author of *Around the World in Eighty Days*. Told Bly that he'd written his book after seeing a newspaper advert for a Thomas Cook holiday taking people around the globe.

JOHN A COCKERILL

Managing Editor of the *New York World*, who reluctantly accepted Bly's proposal that she should attempt to go around the world quicker than Verne's fictitious Fogg.

BON VOYAGE

BELOW: After her return, Bly is photographed in her travel garb – complete with her super-compact bag
RIGHT: An early edition of the book that inspired Bly's adventure, Jules Verne's *Around the World in Eighty Days*
FAR RIGHT: 'Round the World with Nellie Bly' – a board game of Bly's trip, with squares for each day of her journey





THE WORLD. PAGES 21 TO 28.
NEW YORK, MONDAY, JANUARY 28, 1890.
ROUND THE WORLD WITH NELLIE BLY.
GET OUT THIS GAME. PLACE IT ON A TABLE OR PASTE IT ON CARDBOARD AND PLAY ACCORDING TO SIMPLE DIRECTIONS BELOW.

A TASTE OF THE ORIENT
A colourised snap of Yokohama, Japan c1895, where Bly briefly stopped near the end of her voyage

24,899

The distance, in miles, that Bly travelled during her 72-day odyssey around the world in 1889-90

advertisers saw Bly reassigned, which prompted her indignant resignation. She then travelled to Mexico, working as a freelance foreign correspondent, until her writing – which was sharply critical of President Porfirio Díaz's dictatorship – came to attention of the government and she was forced to leave.

Back in the US, Bly scored her first major scoop after accepting an undercover assignment for Joseph Pulitzer's *New York World* and deliberately getting committed to New York's infamous Blackwell's Island women's asylum. She spent ten days collecting content about the abuse and inhuman treatment that was meted out before being rescued by the *World*. Her subsequent article 'Ten Days in a Madhouse' directly led to wave of reforms and an injection of cash into the treatment of the mentally ill.

By 1887, Bly had established herself as a pioneer in the dangerous field of immersive investigative journalism, which remained her lifelong speciality. She continued to rail against various injustices, including dire working conditions for factory women and the fate of unwanted infants. In 1889, after reading *Around the World in Eighty Days*, she pitched an idea to her editor that would crystallise her reputation as a trailblazer for her sex. If she could pull it off...

FICTION INTO FACT

"It is impossible for you to do it," the *World's* Managing Editor, John A Cockerill, barked at Bly when she proposed her round-the-world speed attempt. "You are a woman and would need a protector, and even if it were possible for you to travel alone you would need to carry so much baggage that it would detain you in making rapid changes... No one but a man can do this."

Bly's response was characteristically blunt. "Very well," she said. "Start the man and I'll start the same day for some other newspaper and beat him." Cockerill relented.

Bly began her journey within the year, leaving New Jersey on a steamship bound for England. She took a single piece of baggage, measuring 41 by 18 cms, containing bare essentials – underwear, toiletries, writing materials, dressing gown, tennis blazer, flask and cup, two caps, three veils, slippers, needle and thread, handkerchiefs. But no gun. "I had such a strong

CHARING CROSS

Bly spent a few hours in London on 22 November 1899, before heading to Charing Cross Station by horse-drawn cab to catch a train south



GREAT ADVENTURES NELLIE BLY

belief in the world's greeting me as I greeted it that I refused to arm myself," she wrote.

The rough crossing was a rude awakening for the 25-year-old first-time traveller. Horribly ill, Bly stayed in her cabin so long the Captain checked she was still alive. Eventually, she found her sea legs, and six days later arrived in Southampton, where Tracy Greaves, the *World's* London correspondent, had exciting news.

Jules Verne himself had heard of Bly's quest and wanted to meet her in his hometown of Amiens, France. This was both an honour and a gamble, necessitating a deviation from her meticulously planned route. Bly travelled non-stop for two days to make the appointment, by road, rail and boat via London to Boulogne, and then Amiens, where Verne and his wife were waiting at the station.

Leaving Verne's home in the middle of the night, Bly caught a 1.30am train across France and Italy to the port of Brindisi. Here she boarded the *Victoria*, a steamer that took her through the Mediterranean to Port Said in Egypt, at the new Suez Canal's northern end.

£200

The amount of money Bly had when she departed, plus a little gold and a few US dollars

Here, she was critical of fellow passengers swatting away beggars with their walking canes.

Once her boat had refuelled, it continued through the canal into the Red Sea, stopping at the Port of Aden on the Arabian Peninsula, where Bly went exploring. Next stop was Colombo in Sri Lanka, from where she fired off a report via telegraph to the *World*.

In between access to telegraph stations, Bly mailed updates to the paper. As the roving reporter's dispatches often took a long time to arrive in New York, the *World* used inventive ways to keep interest in the story alive, such as running a sweepstake asking readers to guess exactly how long Bly's trip would take. The grand prize was an expenses-paid trip to Europe, and over half a million people had a punt.

After an agonising five-day wait in Colombo for a boat that would take her the 3,500 miles by sea to Hong Kong, Bly finally set sail for China on the *Oriental*. En route, the ship stopped at Singapore, where the lonely traveller bought herself a companion: a fez-wearing miniature monkey she called McGinty.

Another overnight delay in Singapore had Bly fretting about her connection in Hong Kong, but the ship made good progress when it finally set sail – albeit through a violent monsoon storm that created enormous seas. They arrived safely – and early, just before Christmas Day – however Bly had an unwelcome surprise awaiting her.

A REAL RACE

Having caught whiff of the *World's* round-the-world escapade, a rival publication – the *Cosmopolitan* – hastily commissioned another female journalist to try and beat Bly's time.

With just six hours notice, Elizabeth Bisland (aged 28) left New York on the same day as Bly, but she travelled west while the *World's* champion went east. The competition intensified public interest in what was now a real race, but Bly remained unaware of the live contest she was in until arriving in Hong Kong, where she was told that Bisland had passed through several days earlier. She was not impressed by the news, and a visit to a leper colony and the Temple of the Dead did little to lighten her mood.

"I am not racing," Bly claimed. "I promised to do the trip in 75 days, and I will do it." However,

RECORD ROUTE

Bly mapped out her route carefully, but only bought a ticket for the first leg, so her schedule could be adjusted at any time. Bly and Bisland's great adventures took place before the dawn of flight, but in an era buzzing with copious steam-driven transport options. Completely reliant on ships and railways, however, both women could do little to avoid the occasional setbacks that threatened their progress, and both faced delays in Asia.

1 14 NOVEMBER 1889,
30 SECONDS AFTER 9.40PM

New Jersey, US

Bly's meticulously recorded journey begins as the *Augusta Victoria*, a steamer of the Hamburg America Line, pulls away from Hoboken dock, bound for the UK.

2 22 NOVEMBER
London, UK

Bly remarks on the fine buildings, hurrying people and beautifully paved streets of the capital city as she rushes to Charing Cross Station to catch a train for the south coast, and a ferry to the continent.

3 23 NOVEMBER
Amiens, France

After landing in Calais, Bly takes a train to Amiens on a risky diversion to meet Jules Verne and spends an evening at the inspirational author's house.

4 25 NOVEMBER
Brindisi, Italy

After taking a non-stop (except to take on coal and water) train from Calais to Brindisi, Bly catches the steamship *Victoria* and sets sail across the Mediterranean Sea to Port Said in Egypt.

5 28 NOVEMBER
Ismailia, Egypt

Bly passes through the Suez Canal, which has only been open for 20 years, to arrive at Aden on 3 December.

6 8 DECEMBER
Colombo, Sri Lanka

Still on schedule, Bly arrives in Sri Lanka (then Ceylon), where she is held up for five days waiting for another boat to arrive before hers can leave.

7 18 DECEMBER
Singapore

Evidently feeling the loneliness of the long distance solo traveller, Bly buys a miniature monkey and calls it McGinty.

8 CHRISTMAS 1889
Hong Kong, then UK

Back on track after several delays, Bly's good humour is short-lived when she discovers that she has a rival round-the-worlder: Elizabeth Bisland from *Cosmopolitan*.

9 7 JANUARY 1890
Yokohama, Japan

Having seen in the New Year aboard a ship travelling between Hong Kong and Japan,



and spending some days in Yokohama, Bly departs for the final sea leg of her journey.

10 21 JANUARY 1890
San Francisco

Bly arrives back in the US aboard the *White Star* liner *Oceanic*, after a rough voyage hit by bad weather. She, however, is still a day ahead of schedule.

11 25 JANUARY 1890, 3.51PM
New Jersey

After the *World's* owner, Pulitzer, charts a private train to bring her home, Bly arrives back to her starting point, where large crowds give her a rapturous reception.

comments made while she was in the clutches of a delay-causing storm during the trip from Hong Kong to Yokohama in Japan, suggest otherwise. "I'd rather go back to New York dead than not a winner," she said.

PHOTO FINISH

Despite more heavy weather on Bly's final boat ride, across the Pacific from Japan to San Francisco on the White Star Line ship *Oceanic*, she arrived back on American soil on 21 January, a day ahead of schedule. However, snowstorms had slowed rail travel. Disaster. Bly could feel Bisland's breath on her back.

But unbeknown to Bly, her rival's luck had just run out. In England, Bisland learnt that the fast German steamer *Ems*, due to take her from Southampton to New York, had been cancelled. She was forced to divert via Ireland to catch the much slower ship, the *Bothnia*.

Meanwhile, the *World's* owner, Pulitzer, had chartered a private train to bring Bly home in style. The 'Miss Nellie Bly Special' set records of its own during that final leg, completing the 2,577-mile journey in 69 hours, passing crowds, to deliver Bly back to New Jersey on 25 January 1890, at 3.51pm – 72 days, 6 hours, 11 minutes

and 14 seconds after leaving. Bly had bested Fogg's fictional journey time by over seven days. Bisland arrived five days later. 📍

GET HOOKED

LISTEN

For Bly's 151st birthday in 2015, Karen O, lead singer of the Yeah Yeah Yeahs, penned *Nellie*, a song to accompany a dynamic Google doodle. The song and animation is widely available online.

READ AND WATCH

Matthew Goodman's bestseller *Eighty Days: Nellie Bly and Elizabeth Bisland's History-Making Race Around the World* is being developed for TV.

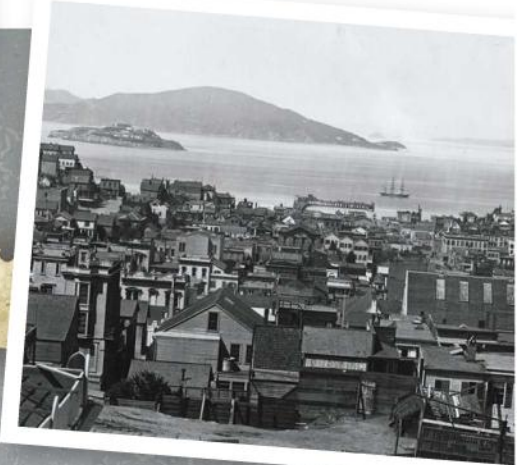
WHAT HAPPENED NEXT?

The escapade worked out well for Verne, with *Around the World in Eighty Days* being re-issued in over ten new editions after Bly's race. In 1895, Bly married millionaire manufacturer Robert Seaman, over 40 years her senior, retired from writing and became a businesswoman. After Seaman died his business went bankrupt, and she returned to journalism, covering women's suffrage and spending a stint reporting from the frontline during WWI.

Bisland also continued to write. Both women died of pneumonia and were buried in New York City's Woodlawn Cemetery.



WELCOME HOME
LEFT: *The World's* front page on 26 January 1890 celebrates Bly's feat
BELOW: San Francisco as it was in 1890, when Bly passed through





MCGINTY, NELLIE'S MONKEY



MEETING THE VERNES



STEAM TRAIN



STEAM SHIP



THE FINISH LINE



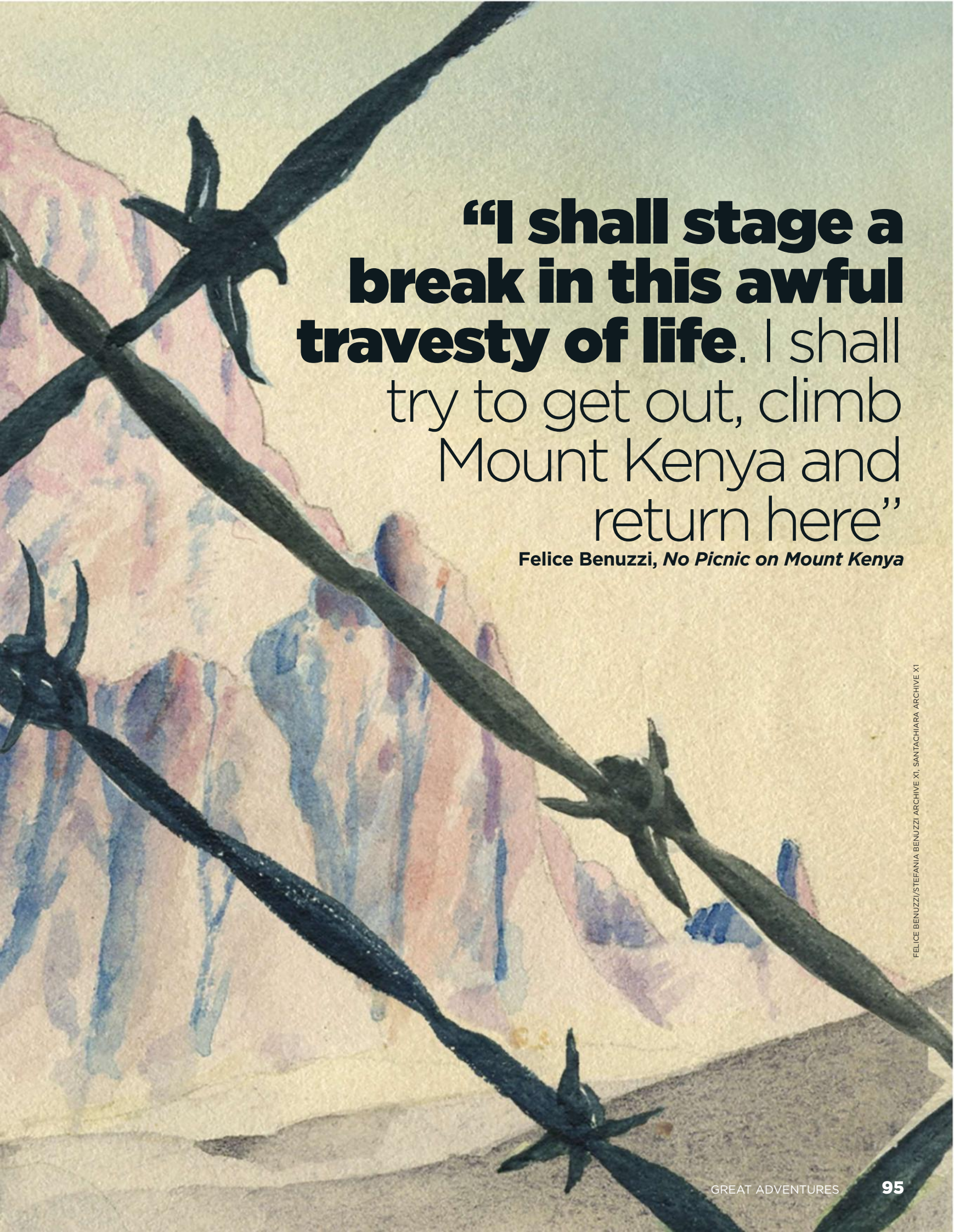
GREAT ADVENTURES ESCAPE TO MOUNT KENYA

MUSING ON A CHALLENGE

While held in a prison camp deep in the wilds of Africa, Italian POW Felice Benuzzi painted his inspirational view of Mount Kenya, and planned an illicit ascent of its peak

ESCAPE TO MOUNT KENYA

The quite extraordinary escapade of three Italian POWs, who staged an outrageous breakout from a World War II prison camp – to climb a mountain...



**“I shall stage a
break in this awful
travesty of life.** I shall
try to get out, climb
Mount Kenya and
return here”

Felice Benuzzi, *No Picnic on Mount Kenya*



GREAT ADVENTURES ESCAPE TO MOUNT KENYA

When amateur mountaineer Felice Benuzzi first laid eyes on Mount Kenya, on 13 May 1942, he was completely smitten.

Entranced. Instantly possessed with the idea of climbing it. The fact that he was in prison, with no release date in sight, only heightened the Italian alpinist's inherent urge to inhale the East African mountain air.

Benuzzi knew a long-term escape effort from his prisoner-of-war camp was bound to end with failure, additional punishment, and possibly a bullet. But a bid for temporary freedom – just enough liberty to summit Africa's second-highest peak – perhaps that might be possible. The last place his British captors would think to look for an absconder, he reasoned, was at the top of a mountain.

All he had to do was magic up some mountaineering equipment, accumulate two weeks' rations, fashion sufficient clothing from his equatorial allowance to survive in sub-zero temperatures, get through a locked gate and past armed guards, elude capture in a country where skinny white men in civvies invariably had a price on their head, avoid being chomped or trampled by African wildlife, pick a route up a 5,000-metre mountain with no map, accomplish a feat requiring immense physical endurance with a body mangled by malnutrition, and then break back into prison. What could go wrong?

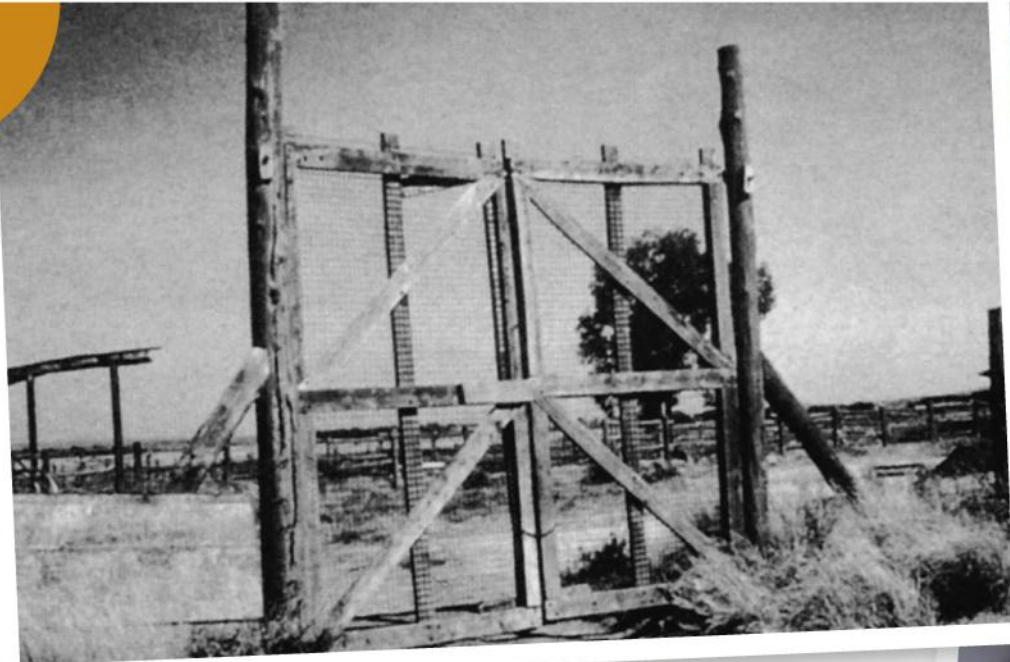
THE ITALIAN JOB

Born in Vienna in 1910, Benuzzi grew up in Trieste, north-east Italy, and cut his climbing teeth in the Julian Alps and Dolomites. After studying law, he joined the Italian Colonial Service and spent the early part of WWII in Italian-occupied Abyssinia (now Ethiopia). He was captured when the Allies liberated the country in 1941 and, by mid-1942, he'd been transferred to POW Camp #354, at the foot of Mount Kenya.

The mountain instantly exerted a magnetic pull on the Italian. Afflicted by the malaise of a caged man, Benuzzi became obsessed with thoughts of scaling the imposing peak. But he needed a climbing partner, and when he confided in a fellow inmate with mountain experience, the man derided the notion.

Undeterred, Benuzzi recruited a prisoner called Mario, who agreed to join the escape attempt even if he wasn't included in the summit push. The pair began to buy, beg, borrow and steal items that could be turned into climbing equipment. Two hammers were transformed into ice axes by a POW who'd been a blacksmith in peacetime. And, with sweet irony, the spikes on the crampons that the men would use on their fleeting bid for freedom came from barbed wire designed to keep them imprisoned.

In July 1943, Benuzzi met his climbing partner. Giovanni 'Giuan' Balletto was a doctor from Genoa – a serious and contemplative



THE MAIN PLAYERS



FELICE BENUZZI

Architect of the audacious plan to climb Mount Kenya and leader of the escape party. In the 1930s, Benuzzi represented Italy at international level as a swimmer. After the war he became a diplomat and worked at the UN. He died in 1988.

DR GIOVANNI 'GIUAN' BALLETTTO

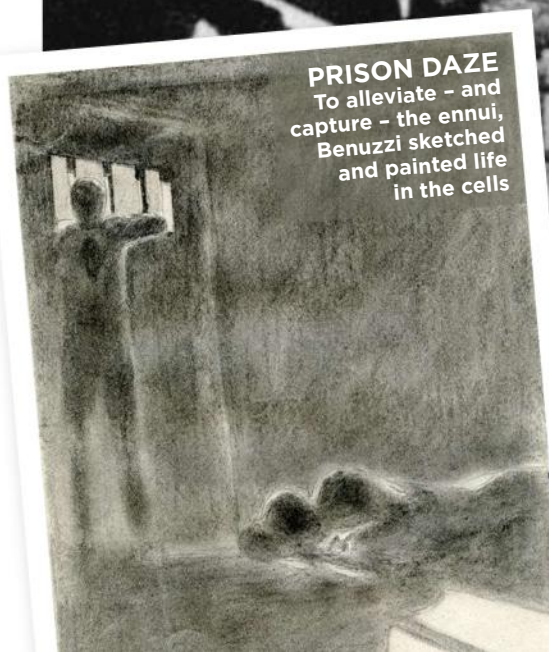
According to anecdotal reports, Giuan remained in East Africa after the war, setting up a clinic in Himo, below Kilimanjaro, and continuing to climb. He suffered from depression and took his own life, aged 66.

VINCENZO 'ENZO' BARSOTTI

A last-minute addition to the team, Enzo was in poor health. He never intended to attempt the summit, but kept camp and helped transport food and gear. Nothing is known of his post-war antics.

STEP ONE

L-R: With a duplicated key, the trio escaped through this gate into the prison's vegetable garden, and beyond; an aerial shot of Mount Kenya; the best image of the south side of the mountain that the climbers had come from a tin of corned beef; they would tangle with wild animals, including leopards, on their escapade; the British press were largely impressed with the escapees' adventure



PRISON DAZE
To alleviate – and capture – the ennui, Benuzzi sketched and painted life in the cells



ESCAPED ITALIAN PRISONERS FLED TO MOUNT KENYA!

And Hoisted A Flag On Pt. Lenana

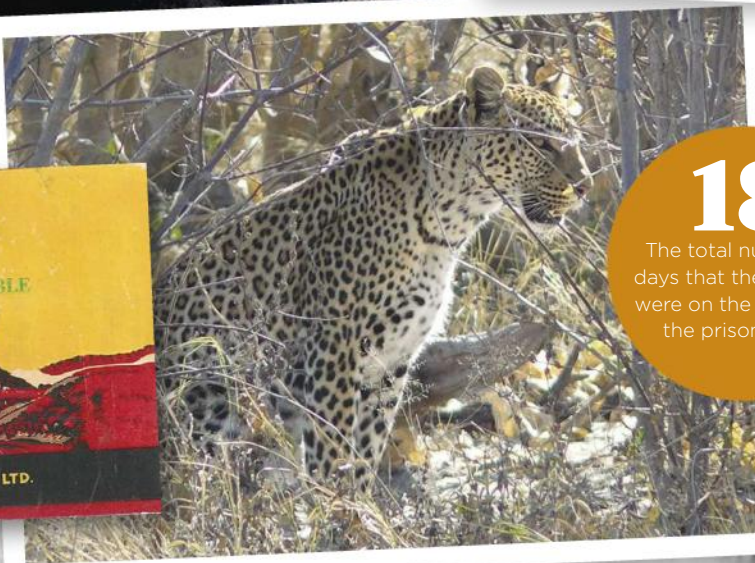
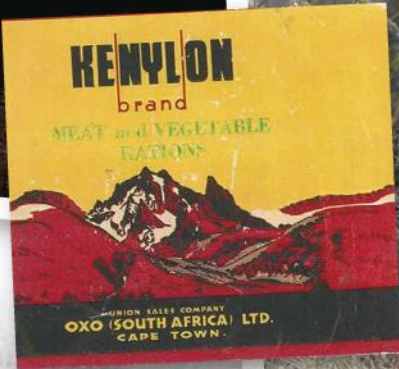
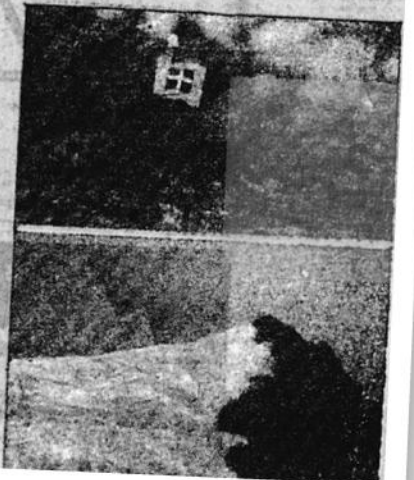
(FROM A CORRESPONDENT)

LAST week, after a lapse of five years, Baitoi, has again conquered. A party of six people from Nairobi spent eight days on Mount Kenya, proceeding by the Embu route and Thompson's Lakes Camp to the top hut. (It is worth noting to those who intend to climb by this route, that under no circumstances will the porters carry on a Sunday.) The weather was ideal during the whole safari. On reaching Thompson's Lakes Camp, it was noted with interest and much speculation that a flag was flying on the top of Point Lenana (16,000 ft.). With the aid of binoculars, the party could see that the colours were red white and green. It was decided that as soon as possible, an investigation should be made. The top hut was reached the following day about midday and after a quick lunch Major Hayward, Mr Alan Ke, and Mrs. Firmin set out to climb Point Thompson by way

Both pairs made excellent progress and reached the top of Baitoi at 1 p.m. when there was great jubilation, whistling and shouting, both on the part of the two people left below and the party who had actually made the climb. From then on the climbing party disappeared from sight, and it was assumed they were attacking Baitoi which is the highest point on Mt. Kenya, being 40 feet higher than Nelson.

Difficult Ascent

The climb from Nelson to Baitoi presents some difficulty, as first there is a drop of about 200 feet down the other side of Nelson to the Diamond Glacier. Secondly, for some years past, the Diamond Glacier has been shrinking, as are all the glaciers on the Kenya range, and has proved practically unclimbable to parties who have successfully climbed Nelson. The angle of the glacier has



18

The total number of days that the climbers were on the 'run' from the prison camp

LOVE AT FIRST SIGHT
From his first glimpse of Mount Kenya, photographed here from inside camp #354 in 1943, Benuzzi was, in his own words, "spellbound"



character, who nevertheless thought it a good idea to break out of and then back into a military prison, simply to climb a peak.

The team complete, preparations were stepped up a notch. They hoarded food, traded cigarettes for clothes, constructed stoves, bought torches, and sewed up a tent, backpacks and an Italian flag to be left at the summit. They hunted for scraps of information about the mountain. A photo of Mount Kenya's eastern peaks turned up in a book, while their most-detailed drawing of the south face came from a tin of corned beef.

The escape date was decided: 24 January 1943. But, on New Year's Day, disaster struck. Without notice, Mario was transferred to another camp. They had three weeks to recruit a third man. Unsurprisingly, few people were keen to join such a risky endeavour. As a last resort, Giuan invited a friend - Vincenzo 'Enzo' Barsotti - whose lack of fitness was compensated by a bottomless reserve of humour and enthusiasm.

ESCAPE TO ADVENTURE

As conditions outside were brutally unforgiving, security in East African POW camps was relatively low. They could, apparently, have bribed their way past the local sentries, but this they considered a 'low' method of escape.

Instead, Benuzzi made an imprint of a key to the gate leading to a vegetable garden outside the main prison, where certain prisoners, including Giuan, were allowed to grow food. Their equipment was already stashed here and, on the allotted day, the three men made their move (see 1 on map overleaf). They passed through the gate and pretended to work in the gardens until the sentries weren't looking, whereupon they hid. While waiting for nightfall, Giuan discovered Enzo was suffering from a fever, probably malaria, but he refused to remain behind.

Under cloak of darkness, the trio crept beyond the outer limits of the prison. They crossed the equator, then a railway track, narrowly avoided a collision with a car and laid low for the day just beyond the road.

Progress was slow the following night, as they entered the tropical forest at the foothills of the mountain (2). Nervously skirting a sawmill, they



GREAT ADVENTURES ESCAPE TO MOUNT KENYA

evaded capture and found the Nanyuki River. Eventually, they felt safe enough to light a fire, heat some food and begin to travel by day, following the river up through the forest.

Beyond the area where detection by humans was an ever-present danger, the trio entered an environment patrolled instead by wild animals (3). On the fourth night, the camp was encircled and rushed by a large beast, which Benuzzi believes was a leopard. By waving burning logs and creating a din they scared it off, but the next day they surprised a rhino and later a bull elephant burst into their camp (4).

On day five, the party began following a tributary of the Nanyuki, hoping it would lead them out of the dense forest faster. Enzo remained ill and, by Friday 29 January, Giuàn also had a fever (5). Rations were already low, but by Saturday night they'd attained enough altitude that Camp #354 could clearly be seen way below. To celebrate, they lit a big fire, hoping it would be visible from the prison (7).

With altitude comes cold, though, and nights became long and agonising as the trembling trio huddled in their tiny tent. Each morning the water in their drinking bottles was frozen solid. A week into the escapade, the mountaintop still seemed far distant and Benuzzi was dismayed to discover he was suffering from mountain sickness. On Monday 1 February, however, the summit at last loomed into view (8).

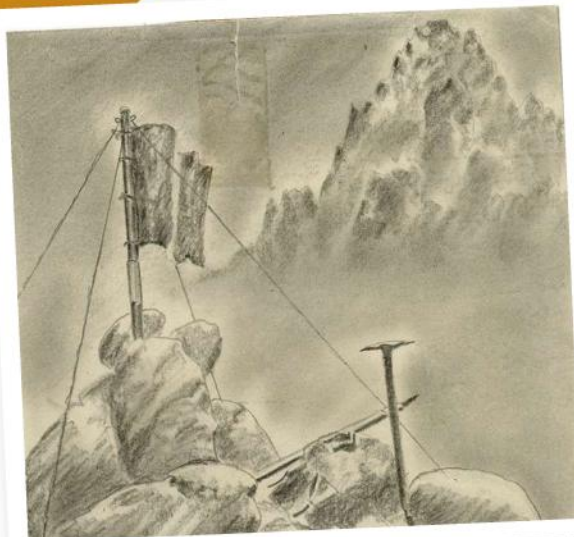
TOP SHOT

The mountain has multiple peaks – the best known of which are Batian (5,199 metres) and Lenana (4,985 metres). Benuzzi and Giuàn had Batian – the tallest and by far the most technical – firmly in their sights, but they wanted to establish base camp between the peaks to give themselves an option if conditions proved impossible on Batian. Fate, however, and Enzo's failing health, had other ideas.

In Hausberg Valley, Enzo collapsed and Giuàn declared he couldn't ascend any higher without risking death. This forced them to establish camp much lower than intended on Batian, and a long way from Lenana (9).

The following day, Benuzzi and Giuàn reconnoitred their position. They knew Batian had been climbed before, but had no idea as to what route had been taken. Unbeknown to them, a hut stood on the far side of the peak, 300 metres higher than their base camp, right below the 'standard' summit approach.

Desperately short of time and rations, they opted to start from the north, traversing the north-west ridge. This ridge, they later learned, had been scaled only once before, in perfect summer conditions, by world-famous British climbers Eric Shipton and Bill Tilman. Even they had approached from the opposite angle



MISSION ACCOMPLISHED

L-R: Benuzzi's sketch of Lenana's peak, complete with their flag and the unconquered Batian beyond; (top-bottom) Benuzzi, Giuàn and Enzo reunited in the 1970s

to get around hazardous sections that were unavoidable from the north.

At 2am on Thursday 4 February (10), 'Batian Day' began. Leaving Enzo behind, Benuzzi and Giuàn traipsed through the freezing pre-dawn to the foot of Dutton Peak, where they roped up. Double-lengths of sisal rope – designed to fasten bedding to bunks, and wholly unfit for climbing – now formed an umbilicus between them. If one slipped, either the other would arrest his fall, or they'd both plummet. This was put to test when Benuzzi faltered on a tricky pitch. Remarkably, the rope held and they continued upwards.

As Giuàn led, Benuzzi left a trail of red paper arrows to mark the return route. After ascending a ridge they called Black Tooth, between

Northey and César-Josef glaciers, they began attacking Petit Gendarme at 11am, aiming for a gap leading to the north-west ridge. But, within an hour, Giuàn reached an impasse. The weather turned, mist rolled across the precipice and temperatures dropped. For an agonising period, Giuàn couldn't move up or down, but eventually, bit-by-bit, he managed to descend.

Bitterly cold and disappointed, they conceded defeat and began the return route, following their red arrows. Blundering back through a freezing fog, occasionally losing their way, they reached camp just before 9pm, having spent 18 hours battling Batian. They were greeted by Enzo, who had waited, without food, all day.

The next day they rested but, on Saturday 6 February, a final summit attempt began – with Lenana the more modest goal. Weak with hunger, Giuàn and Benuzzi started at 1.30am. Their last torch died early on, and an error led them off course, after which they waited for daybreak by the moraine of Northey Glacier.

At dawn they mustered their remaining strength and began marching, reaching the



ridge by 8am and the summit cairn, via Lenana's 'handle' by 10.05am. Batian taunted their alpinist souls from beyond the Gate of the Mists gap, but the ascent of the plucky POWs was over.

Defiantly, they left a message in brandy bottle. It described how they'd: "Hoisted the flag of our despised country despite British barbed wire", and was signed with their names – pointedly omitting their prison numbers. Leaving the Italian tricolour flapping in the wind, they began the long descent, the final stage of an extraordinary flight of freedom. 📍

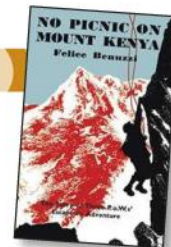
7

The number of days, out of a 28-day sentence, the escapees spent in solitary confinement upon return to the camp

READER OFFER

NO PICNIC ON MOUNT KENYA (2015)

Save £7 on Felice Benuzzi's first-person account of the adventure, *No Picnic on Mount Kenya* (first published in 1947 and republished with an extra chapter in 2015). This highly amusing and evocative illustrated hardback normally costs £18.99, but *History Revealed* readers can snap it up for just £11.99, including P&P within the UK. Call 01235 827702 to order, and quote offer reference **NPOMK**. Offer valid from 31 March 2016 to 26 May 2016, while stocks last. ISBN: 9780857053763.



THE RETURN TO CAMP

The trip back to camp began at dawn on 7 February and lasted three days, taking the total length of the escape to 18 days. Having taken rations for ten days (14 at a push), the trio had only a couple of biscuits and a handful of rice to see them back. Nevertheless, they eluded sentries to enter the prison vegetable garden at night, surprising the POWs the next day. Remaining concealed for a day to get fed and washed, they presented themselves to the astonished British Compound Officer the following morning. After a short stint in solitary confinement, they were transferred to a harsher camp. Years later, the col between Point Dutton and the Petit Gendarme on Mount Kenya was named Benuzzi Col.



ESCAPE PLAN

During WWII, East Africa was an unforgiving place for POW escapees who, if they weren't spotted by humans, were still at risk from the wildlife. Leopards, lions, rhinos, elephants and buffalo are all active in the lower foothills of Mount Kenya. Exposure was also a potential killer. Despite virtually straddling the equator, temperatures on the slopes of Mount Kenya drop well below zero and in 1943 there were several large glaciers around the peaks. These POWs were climbing in the dry season - also regarded as winter. Had they reached the summit of Batian, it would have been only the tenth successful ascent.

1 CAMP 1 - NEAR THE NYERI-NAIROBI ROAD Sun 24 January 1943, also 9-10 February

Benuzzi, Giuan and Enzo slip into a gardening area, where they hide and wait for dark to make their escape. Camp 1 is set up just beyond the Nyeri-Nairobi Road. When they return, the POWs break back in the same way.

2 CAMP 2 - FOREST AND FOOTHILLS Mon 25 - Tues 26 January

Slipping past a sawmill and working parties in the trees, the POWs set up camp 2.

3 CAMP 3 - RIVER NANYUKI Tues 26 - Weds 27 January

As the trio moves further away from populated areas, they feel safe enough to light a fire and

have their first hot food and drink. Wednesday starts with a leopard attack and continues with rhino and bull elephant encounters.

4 CAMP 4 - RIVER NANYUKI, ELEPHANT ROCK Weds 27 - Thurs 28 January, also 8-9 February

Enzo builds a bamboo shelter by the river, beneath a rock visited by elephants. On the return trip, the three use this camp again on their final night of freedom.

5 CAMP 5 - NANYUKI TRIBUTARY 28-29 January

The group follows a tributary away from the main river, and is forced to clamber over many rocks. Progress is slow and they realise they're not carrying enough food. Overnight, Giuan develops a fever.

6 CAMP 6 - NANYUKI TRIBUTARY Fri 29 - Sat 30 January, also 7-8 February

The men believe they're half-way to the summit. Spotting leopard scat, they set up a large camp and light a huge fire. They use this spot on the first night of the return leg.

7 CAMP 7 - NANYUKI TRIBUTARY, THE PLATEAU Sat 30 - Sun 31 January

At a waterfall, the men are forced into their first piece of technical climbing. They emerge onto a plateau covered in boulders and giant heather. Camp #354 is visible.

8 CAMP 8 - THE FINGERS Sun 31 January - Mon 1 February

Passing towering rocks they name 'The Castles', Benuzzi briefly

develops altitude sickness. They camp beneath a rocky outcrop they call 'The Fingers'.

9 BASE CAMP 1-7 February

When Enzo collapses, a base camp is set up in the Hausberg Valley.

10 BATIAN 4 February

While Enzo stays at base camp, Benuzzi and Giuan make a failed bid to climb Batian. They reach roughly 5,000 metres before turning back.

11 LENANA 16 February

Setting off at 1.30am, Benuzzi and Giuan begin their successful bid to scale 4,985-metre-high Lenana (which is 100 metres higher than Dutton, but is obscured in the image above by the mountain's profile).



GREAT ADVENTURES THE WORLD'S GREATEST RACE

STARTERS' ORDERS

The six competing cars jockey for position in Times Square on 12 February, with the German Protos stuck at the rear

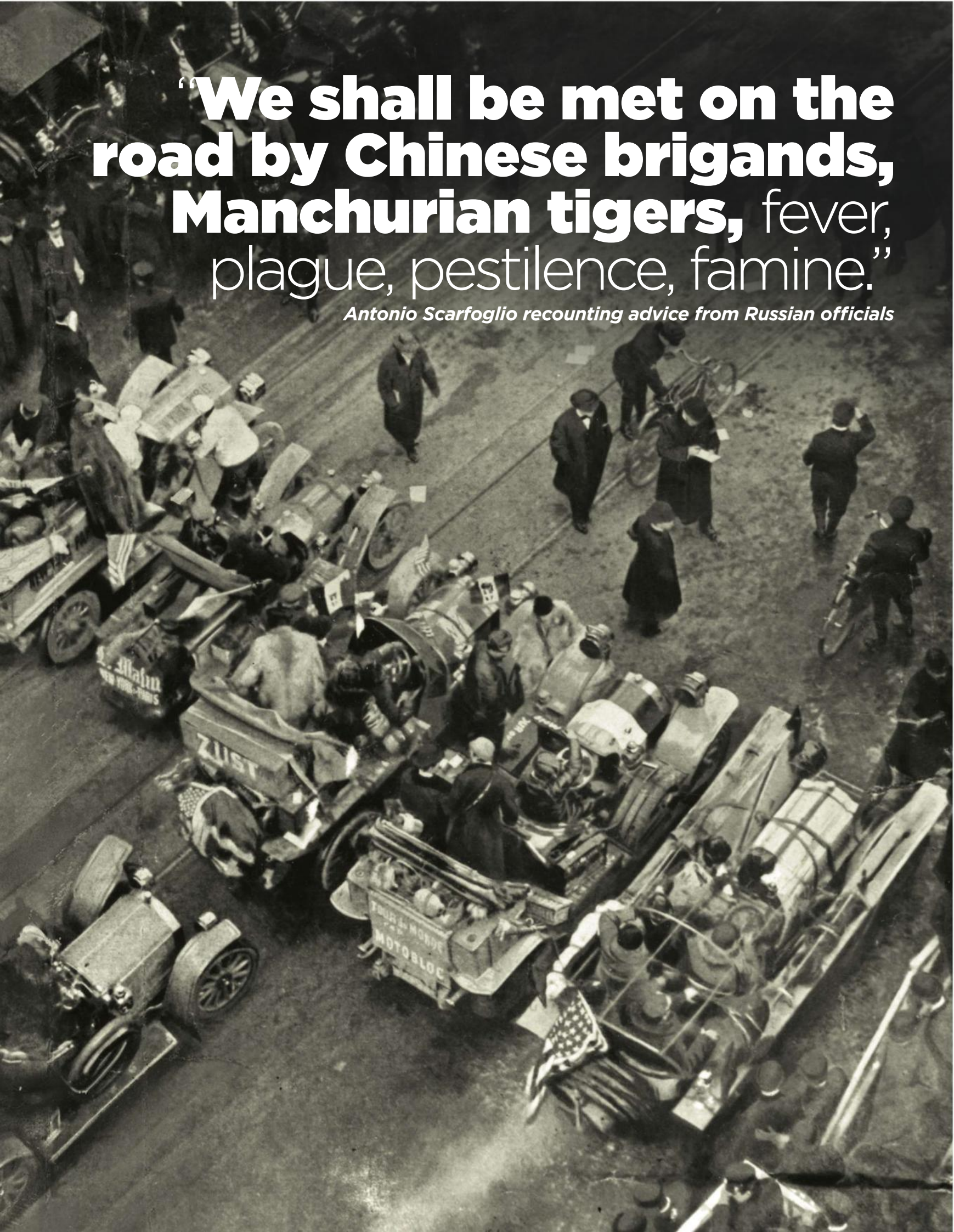
THE GREATEST RACE ON EARTH

Those magnificent men in their driving machines who contested a crazy 1908 car race from New York to Paris...

GETTY X2

**“We shall be met on the
road by Chinese brigands,
Manchurian tigers, fever,
plague, pestilence, famine.”**

Antonio Scarfoglio recounting advice from Russian officials





GREAT ADVENTURES THE WORLD'S GREATEST RACE

Back in 1908, when cars were a rich man's toy rather than a means of transport, an extraordinary race was held – covering nearly 22,000 miles across three continents. Over almost six months, team members mutinied, pistols were drawn, extortion was attempted and the cars tackled terrain ranging from frozen swamps to railway tracks.

The Great Race was staged in mid-winter, because organisers wanted competitors to drive across the frozen Bering Strait from Alaska to Russia – yet this was an era before antifreeze or snowploughs; the winning car had a convertible roof and no windscreen. Many – including Henry Ford – doubted the cars would cope. At that time, just nine people had crossed the United States by automobile – none of them during winter.

Was such a journey even possible? Theoretically, yes. But, warned Britain's *Daily Mail*, "the motor car, after a woman, is the most fragile and capricious thing on Earth."

THE WACKY RACERS

Sponsored by the *New York Times* and France's *Le Matin*, the race captured the world's imagination. Six cars set out on 12 February, carrying the flags of four nations, and 17 men from five countries (see line-up, right). France entered three cars. The first was a De Dion-Bouton, driven by G Bourcier de St Chaffray (who had previously organised a Marseille-Algiers motorboat race, which saw the entire field sink), with Norwegian explorer, Hans Hendrick Hansen. The second French car was a Moto-bloc, driven by Charles Godard and the third, a Sizaire-Naudin, with August Pons at the wheel.

Italy entered a Züst, driven by Emilio Sirtori, accompanied by a young journalist and poet, Antonio Scarfoglio, who'd threatened to cross the Atlantic in a motorboat if his father didn't let him enter the race. The German team was led by an aristocratic army officer, Hans Koeppen, in a custom-made Protos. He had never driven

before, but was accompanied by army engineer Hans Knappe and motorcyclist Ernst Maas.

America was late entering a team, and did so only after President Teddy Roosevelt intervened, using his influence with New York-based car manufacturer ER Thomas. Piloting the Thomas Flyer was 25-year-old racing driver Montague Roberts, with the Thomas factory's chief troubleshooter, George Schuster, alongside him, and a *New York Times* reporter named T Walter Williams in the back.

Over 250,000 spectators filled New York's Times Square for the start (see 1 on map, over the page) – which was delayed because the mayor couldn't get through the crowd. Eventually, at 11.15am, Colgate Hoyt, president of the Automobile Club of America fired the gold-plated starting gun. The cars drove north on Broadway, then traced the icy Hudson River along a track that's now Route 9.

Chains were deployed, but the Moto-bloc still skidded into a ditch. The Sizaire-Naudin developed rear-axle trouble climbing Splitlock Hill, just 40 miles into the race. Pons, who spoke no English and had no spare parts with him, managed to limp on to Red Hook, then pulled out because of a broken differential.

Between Albany and Buffalo, the cars followed the icy towpath alongside the Erie Canal and negotiated the frozen fields and Montezuma Swamps of upstate New York, where

several had to be dragged out of the mire by horses. Lake Erie blasted them with horrific blizzards, and speed was often measured in feet per hour.

What began as a gentlemanly sport turned into a race proper when the Italians skipped a group dinner in Buffalo to steal the lead. The Americans took offence at the imperious St Chaffray issuing orders, while the Europeans were unimpressed by locals, whom they accused of helping the Flyer.

NO THROUGH ROADS

TOP TO BOTTOM: The cars battled deep snow for the first two weeks; Curious locals watch the Thomas Flyer chug through Manchuria, China; Union Pacific locomotive #274 (the Flyer) struggles across the rails in the American West; while waiting for repairs in Siberia, the Thomas Flyer team fashions a rough-and-ready shelter nicknamed 'Camp Hard Luck'



"Speed was often measured in **feet per hour**"



STUCK IN THE MUD
The German Protos car finds itself in the quagmire in Siberia

16

The number of days it took 600 German workers to build the Protos, which was manufactured specifically for the race



In tough conditions, tempers were tested within teams, too – most seriously in the De Dion. When the French car became stuck in a snow drift and Hansen couldn't free it, St Chaffray and the Norwegian argued. They agreed to settle it with a duel but, while searching for their pistols, the Frenchman sacked Hansen instead. The Norwegian later joined the American team in the Flyer, after the exhausted journalist Williams gave up.

Trouble also flared in the Protos, where Knappe and Maas felt that their contribution was eclipsed by the media's focus on Koeppen – who couldn't even drive. In Chicago they quit, and were replaced by a German-American chauffeur called Snyder.

Snow turned to mud as the cars chugged west. By 8 March, the Flyer was in the lead in Julesburg, Colorado, with the Züst well behind in Omaha, Nebraska; the De Dion in Cedar Rapids, Iowa; the Moto-bloc in Maple Park, Illinois; and the Protos trailing in Geneva, Illinois. The Moto-bloc broke down altogether near Carroll, Iowa, and abandoned the race (3).

RIDING THE RAILS

In Cheyenne, Wyoming (2), Monty Roberts departed to honour a prior racing commitment; Harold Brinker, another professional driver, took the wheel in Utah. At this point the Flyer encountered terrain that seemed impassable – until they received permission from the Union Pacific Railroad to drive along the bed of the railway track. The Flyer was assigned a conductor and declared an 'official' locomotive (#274). It was against race rules for the car to

THE STARTING LINE-UP



THOMAS FLYER (USA)



Unlike the other cars, each built or modified for the race, the Flyer was a last-minute entry straight off the forecourt. Winner of the race.



PROTOS (GERMANY)



At 2 metres wide, nearly 5 metres long and 2,700kgs, the Protos was the most rugged and best-equipped car. Came in second.



ZUST (ITALY)



The Züst was the smallest car in The Great Race, but had been heavily customised specifically for the competition. Finished third.



DE DION (FRANCE)



Designed with comfort in mind: the De Dion could warm the crew with its exhaust heat. The De Dion did not finish – it was sold mid-race.



MOTO-BLOC (FRANCE)



Driver Godard was a veteran of the Peking-Paris race, in which he'd set a record for driving 24 hours nonstop. Did not finish – the car broke down in Iowa.



SIZAIRE-NAUDIN (FRANCE)



The third French entry barely even started the race – it dropped out on day one, just 96 miles in, having suffered a broken differential.



The Southern Pacific Railroad was less accommodating, so in Utah, beneath the Rockies, the Flyer steered south into Nevada. When the car's drive pinion broke during a creek crossing, Schuster went on a 150-mile mission by foot and horseback to Tonopah, to borrow a replacement from a Thomas-owning doctor. The fixed Flyer continued into California to arrive in San Francisco, via Death Valley, on 24 March, still with a good lead (4). Here, Brinker reluctantly left the race, and Schuster took the wheel again.

The Italians were making slow but steady progress along El Camino Real, where Scarfoglio describes their primary problem being a recurrent urge to stop “near one of these white robed women who send us smiles and kisses on the tips of their fingers”. They reached San Francisco on 5 April, by which stage the Flyer was on its way to Alaska, via Seattle (5).

The entire population of Valdez turned out to meet the American team, but the conditions were considerably cooler than the reception. After inspecting the Valdez-Fairbanks trail, Schuster concluded that the only way to get the Flyer 1,200 miles to Nome, near the Bering Strait, would be to completely dismantle it and dog-sled it across land.

Instead, race organisers changed the route, sending the four remaining cars across the Pacific by ship to Japan. The Flyer sailed back to Seattle, then on to Kobe. The other cars

TOP: The Italian Züst car arrives in Paris, but isn't the winner

BOTTOM: Reporters and supporters surround the overall victor - the Thomas Flyer



Lieutenant Koeppen drives the Protos into Paris where it is the first car to cross the finish line – but not the winner of the race. The total race times are adjusted to take account of the Americans' detour to Alaska and the Germans' proscribed rail car ride to Seattle. Four days later, the Flyer arrives to claim victory.

The Flyer crosses the border in the lead, leaving Asia and entering Europe, where road conditions improve. Schuster climbs onto the stone border marker and carves his initials on the European side of the edifice.

The four remaining teams reunite. However, the last French car in the race, the De Dion, has been sold by its owner. Team captain St Chaffray attempts to bribe his way onto the American and Italian teams by buying up all locally available fuel. His tactic fails, and just three cars remain in the race: the Flyer, the Protos and the Zust. They set off on 22 May.

After another 28 days at sea, the crew of the Thomas Flyer lands in Japan. While the other cars were put ashore at Yokohama, the American team proceeds to Kobe to make up lost time. Schuster is now driving.



21,933

Total miles driven by the German car to reach the finish – the first car to arrive in Paris, though not the overall winner of the race

had already entered Japan at Yokohama (6), but times would be adjusted to reflect the Americans' extra distance, restoring their lead. The Protos, which had travelled from Idaho to Seattle by rail because of damage, also incurred a 15-day penalty.

Japan's roads were narrow, twisty and steep, but at least they were roads. The Flyer quickly covered 350 miles from Kobe to the Sea of Japan, and caught the ferry to Russia. In Vladivostok (7) the remaining teams were reunited – but it wasn't a pleasant meeting.

Marquis De Dion, owner of the French automobile company, had been informed by his family that, unless he gave up the costly race, they would have him declared insane and seize his assets. He sold his car to a Chinese businessman, leaving his captain, St Chaffray, stranded. Desperate, St Chaffray turned dastardly; he purchased every drop of nearby fuel in order to bribe his way onto the Italian or American teams.

The Italians gave him short shrift, and Schuster managed to source fuel from a German

trading company. That left St Chaffray with a simple choice: ride with the Germans or take the train home. He caught the train.

The Germans left Vladivostok


first, but torrential rain turned Siberia into a muddy mess. The Americans found the Protos stuck in the quagmire and, in a show of sportsmanship that led to the opening of a bottle of Champagne, helped pull their rivals free.

Things weren't always so civilised. In the dire conditions, teams squabbled. Once, when faced with a fork in the road, Hansen aimed a pistol at Schuster, demanding he go left. In the back, Miller (the assistant mechanic) pointed his gun at Hansen and insisted on right. The stand-off dissipated, and the team continued – right.

The Germans and Americans swapped the lead several times across Asia, while the Italians lagged behind, dealing with their own dramas. Eventually, on 8 July, the Flyer reached the Russian city of Ekaterinburg (8), crossing from Asia into Europe, which promised better roads.

After navigational errors and an encounter with a mud hole, the Flyer had lost the real-time

lead to the Protos, and Koeppen drove down Boulevard Poissonnière in Paris at 6.15pm on 26 July, to muted applause (9). With times adjusted for the Alaska detour, however, Schuster still had a month to reach Paris and win the race; he took only 4 days – with the help of a little luck.

On 30 July, the Flyer was approaching the Place de l'Opéra when a gendarme stopped it and arrested the driver – for not having lights on his car. A cyclist saved the day by placing his bike, complete with lights, in the car alongside Schuster. The officer was satisfied, and the car drove on to victory in the world's wackiest race. 

GET HOOKED

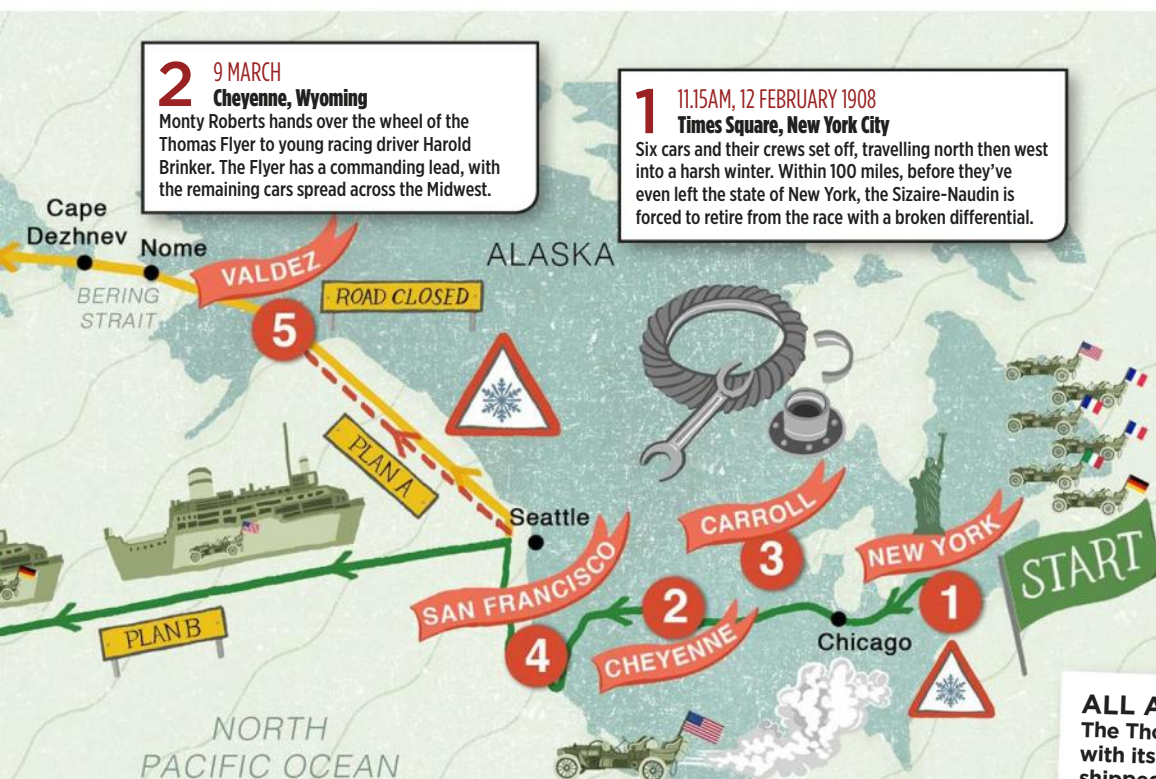
WATCH

The Greatest Auto Race on Earth, a 2008 TV documentary featuring on-location reconstructions, is an excellent and comprehensive telling of the story, made exactly 100 years after the race played out.

TRAVEL

If you're heading Stateside, you can see the race-winning Thomas Flyer on display at the National Automobile Museum in Reno, Nevada. www.automuseum.org

ILLUSTRATION: DAWN COOPER



2 9 MARCH Cheyenne, Wyoming





Monty Roberts hands over the wheel of the Thomas Flyer to young racing driver Harold Brinker. The Flyer has a commanding lead, with the remaining cars spread across the Midwest.

1 11.15AM, 12 FEBRUARY 1908 Times Square, New York City

Six cars and their crews set off, travelling north then west into a harsh winter. Within 100 miles, before they've even left the state of New York, the Sizaire-Naudin is forced to retire from the race with a broken differential.

THE LONG WAY ROUND

The planned route crossed the US, traversing Canada into Alaska. Organisers hoped the Bering Strait would be frozen, enabling cars to drive across to Russia. In fact, the route from Valdez to Nome in Alaska was impassable by car, so the vehicles were shipped to Japan and entered Russia at Vladivostok.

-  Original route
-  Route
-  Thomas Flyer detour
-  Freezing conditions

5 8 APRIL Valdez, Alaska

The Thomas Flyer sails to Alaska, where Schuster quickly concludes that the terrain isn't drivable. The race committee turns to plan B and the course is rerouted through Japan.

4 24 MARCH San Francisco

Having left Times Square 41 days, 8 hours and 15 minutes earlier, with 3,836 miles covered, the Thomas Flyer becomes the first-known car to cross North America during winter.

3 17 MARCH Carroll, Iowa

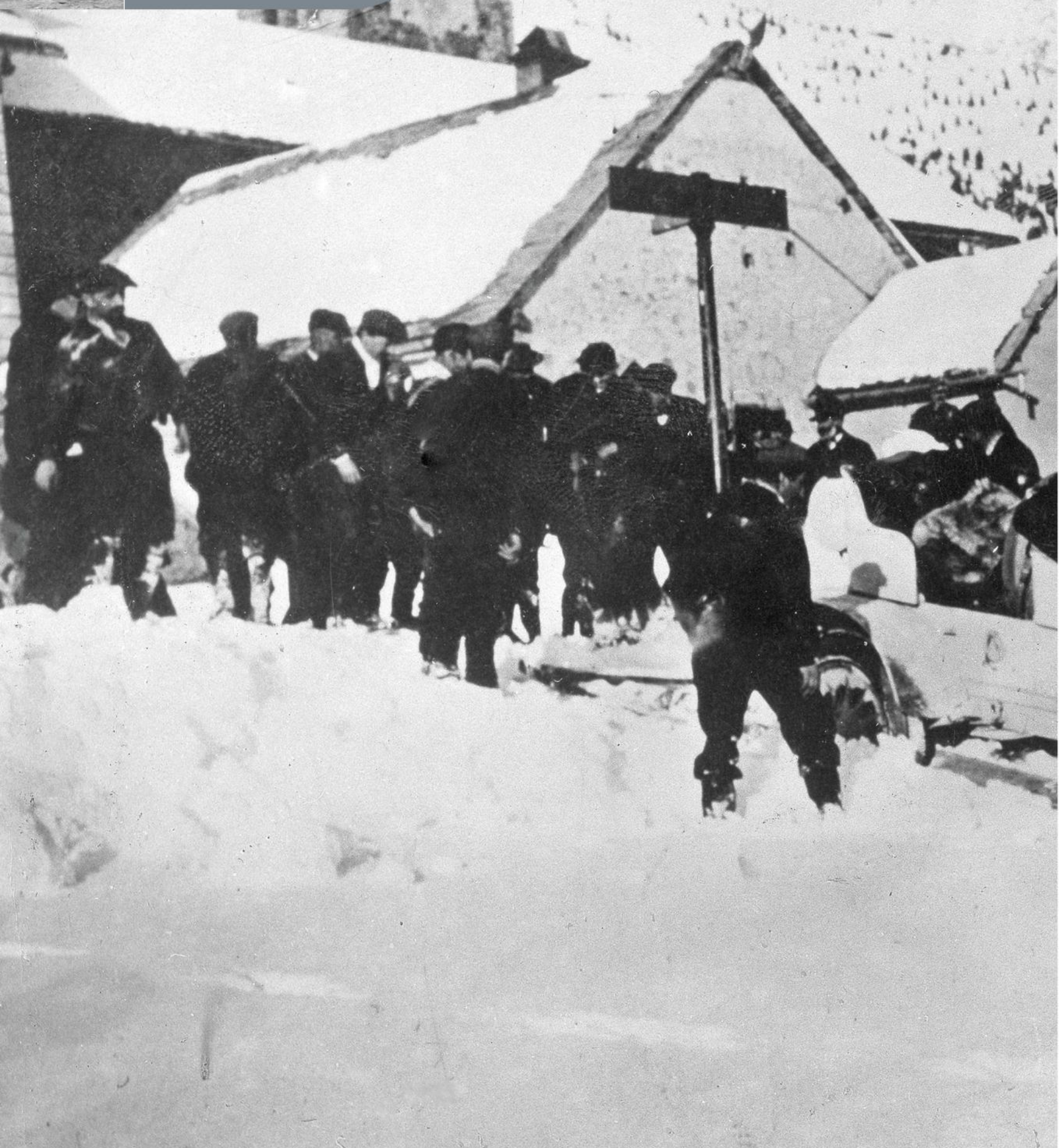
A second French team, driving a Moto-bloc, is forced out of the race with mechanical problems.

ALL ABOARD The Thomas Flyer, along with its entourage, is shipped to Alaska





**GREAT ADVENTURES
THE WORLD'S
GREATEST RACE**

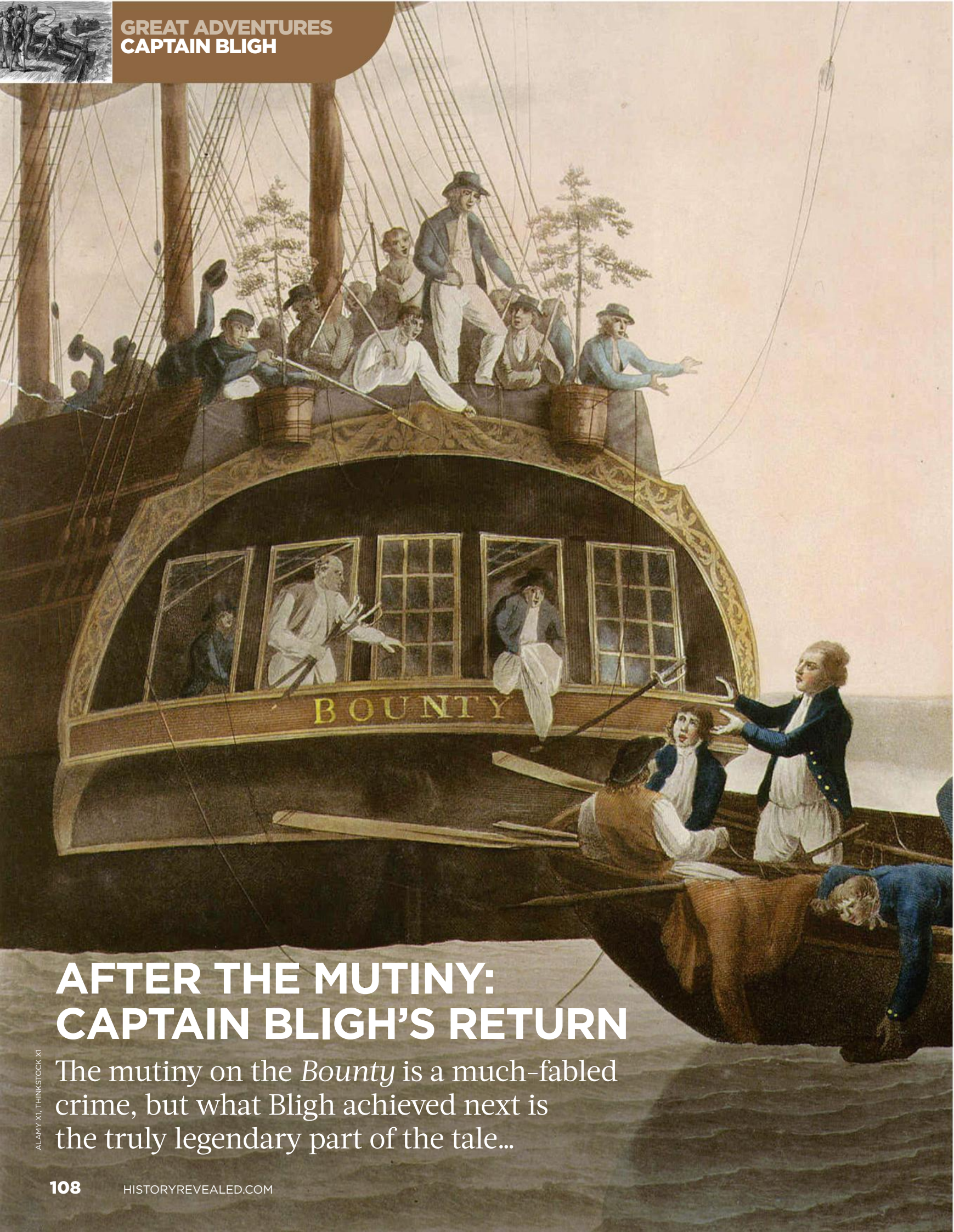


DRIFTING ALONG

February 1908: the German Protos
car is snowed under on its way
across the USA, February

GETTY





AFTER THE MUTINY: CAPTAIN BLIGH'S RETURN

The mutiny on the *Bounty* is a much-fabled crime, but what Bligh achieved next is the truly legendary part of the tale...

“As the launch was cut
free from the *Bounty*,
**Bligh stared his old
friend in the eye**”



CAST OFFS

With barely enough room for them all, Captain Bligh and his loyal crew are cast adrift from the *Bounty* on a tiny rowing boat



GREAT ADVENTURES CAPTAIN BLIGH

Just before the Sun rose on 28 April 1789, Captain William Bligh of the HMS *Bounty* was woken at cutlass point. The weapon was held by crewmember Fletcher Christian. Bligh was forcibly relieved of his command by a mob of mutineers, and bundled rudely onto a 7-metre-long boat.

Eighteen loyal crewmembers were crammed alongside Bligh in a vessel designed to carry a maximum of 15 over short distances. They were given four cutlasses, a quadrant and compass, 28 gallons of water, 150lbs of bread, 32lbs of salted pork, six quarts of rum and six bottles of wine, and cast adrift on the Pacific Ocean.

Two and a quarter centuries on, the mutiny on the *Bounty* is part of naval folklore and, thanks to Hollywood, Christian is regarded as a dashing rebel (played on screen by leading men such as Errol Flynn, Clark Gable, Marlon Brando and Mel Gibson) while Bligh is remembered as a spiteful tyrant.

The truth is more complicated, but it's what happened immediately after the mutiny that underpins Bligh's legacy in maritime history, if not in popular culture.

COLOURS TO THE MAST

The mutiny was bloodless, but more members of the *Bounty's* 44-man crew actually sided with their Captain than with Christian. Several left on the *Bounty* had to be physically restrained from joining Bligh in his apparently doomed vessel, which was so heavily overloaded that seawater lapped over the gunnels and it looked set to sink at any moment.

Whether these men were truly loyal to their Captain, however, or afraid of the consequences of being associated with the mutiny, is debatable. The ship was on a peaceful mission – to collect breadfruit from Tahiti as a potential source of cheap food for slaves – but Britain's Royal Navy was on a permanent war-footing throughout the late 19th century. If the mutineers ever returned to England, they were assured a trip to the gallows for treason.

Despite his enduring reputation, Bligh was a comparatively moderate disciplinarian for his time, but he was notoriously short-fused and infamous for launching vicious verbal assaults on people (some historians have suggested he may have had Tourette's). A number of the *Bounty's* crewmembers passionately disliked their Captain – including some who ended up on the launch with him after the mutiny, such as the Sailing Master John Fryer, who Bligh had demoted during the voyage, installing Christian as Acting Lieutenant in his place.

Bligh's relationship with Christian, who had served under Bligh on several previous journeys, was complex. The two men were friends, but on the *Bounty*, Bligh constantly berated Christian, humiliating him in front of the crew and ultimately pushing him to breaking point.

As the launch was cut free from the *Bounty*, Bligh stared his old friend in the eye and

THE MAIN PLAYERS



WILLIAM BLIGH

Born 1754, in Plymouth. After the *Bounty* he had a distinguished naval career. Suffered another major mutiny while Governor of New South Wales, Australia.



FLETCHER CHRISTIAN

Born 1764, in Cumberland. Post mutiny, he settled on Pitcairn Island. He married a chief's daughter, and had several children. He likely died there, but is also rumoured to have returned to England.

JOHN NORTON

The only man to die on the small-boat journey, Norton was killed by the hostile inhabitants of Tofua while trying to untie the launch.

JOHN FRYER

The Sailing Master, Fryer was demoted by Bligh, and replaced by Christian. Though he sided with his Captain, he conflicted with him during the small-boat trip.

JOHN SAMUEL

The *Bounty's* Clerk. He was loyal to Bligh, and one of two men who accompanied him all the way back home.

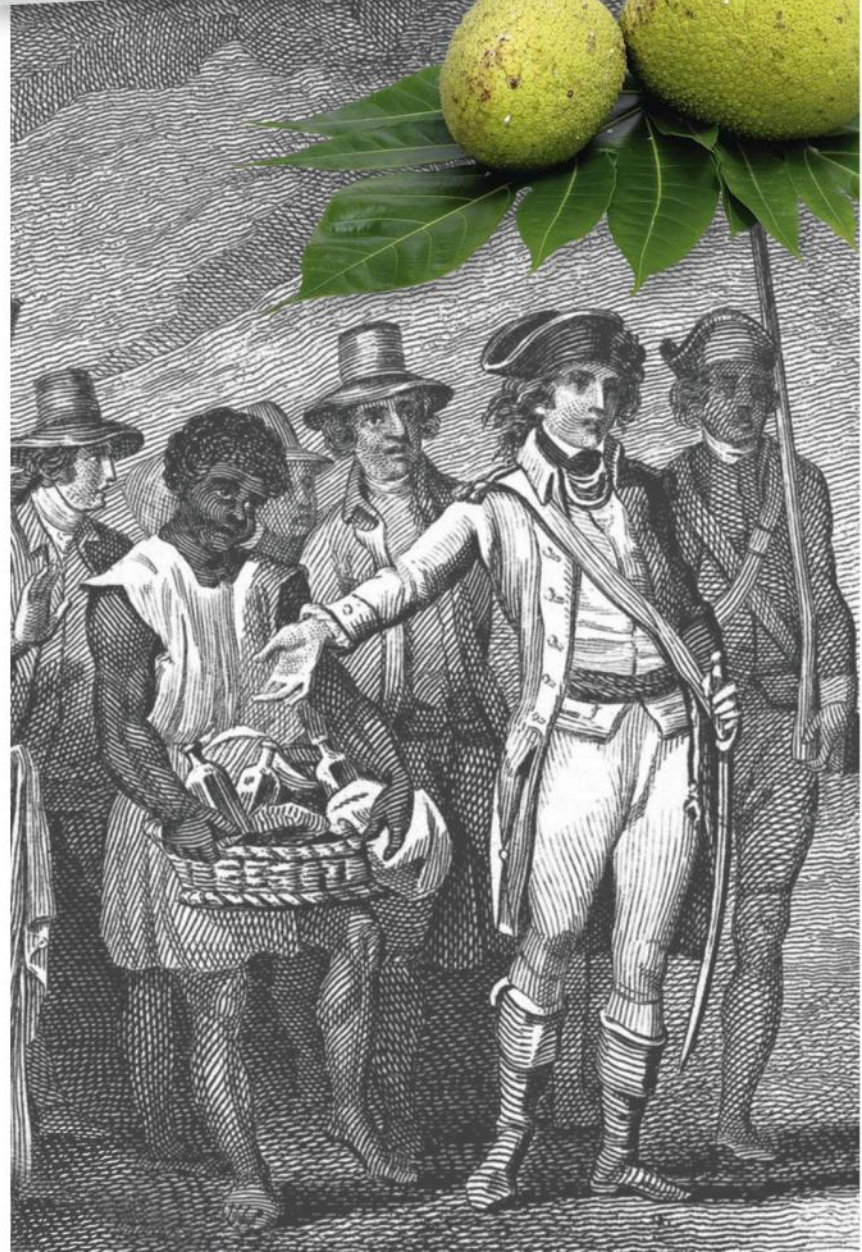
WILLIAM PURCELL

The ship's Carpenter. He sided against the mutineers, but crossed swords with the Captain, and found himself placed in irons.

FRUITFUL VOYAGE

BELOW: Before the treachery, Bligh collects breadfruit crops to ship to the colonies

RIGHT: Mutiny most foul – Bligh is seized in his quarters by the insurgents. He is not the only one who is expelled from the ship that night

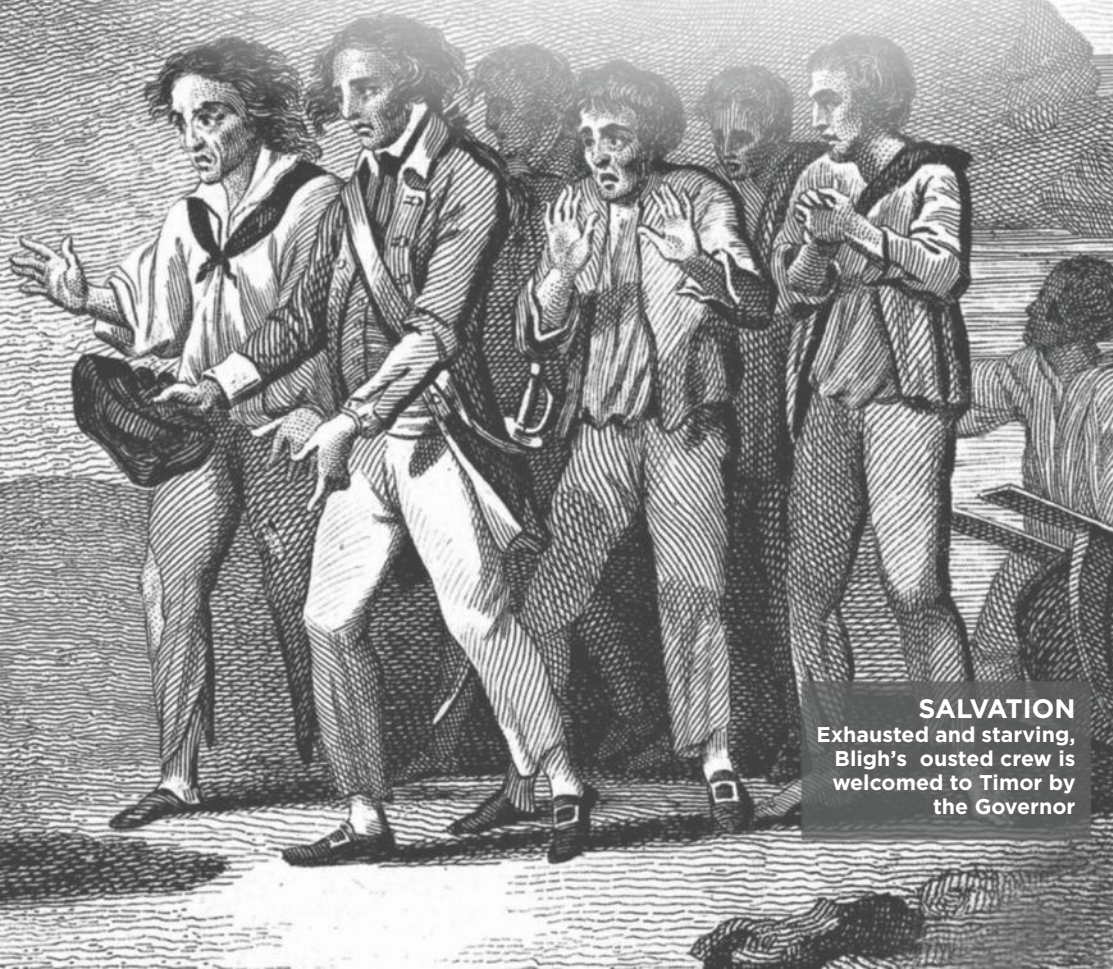




MEAGRE POT
Bligh's hollowed-out coconut, inscribed in his own hand: "The cup I ate my miserable allowance out of"



"The men lived on a few ounces of bread a day"



SALVATION
Exhausted and starving, Bligh's ousted crew is welcomed to Timor by the Governor

reminded him: "You have dandled my children upon your knee..."

"I am in hell," was Christian's telling, emotional response.

Other mutineers were less conflicted. "Huzzah for Otaheite!" was the last shout from the renegade crew of the *Bounty*, as it made for the horizon. Otaheite was the contemporary name for Tahiti – the lovesick sailors were heading back to their native wives. While waiting for the breadfruit crop to reach a stage where it could be transported, Bligh's men had spent five months enjoying the island's laidback lifestyle and the company of its women. Returning to life on a boat was never going to be easy.

CLOSE TO THE WIND

The abandonment of Bligh and almost half the crew on a dangerously overloaded small boat in the middle of the ocean could have been a death sentence, but the mutineers probably assumed they would make for nearby Tonga. If so, they gravely underestimated their erstwhile Captain, who had no intention of submitting so weakly to life as a castaway.

Bligh began his seafaring career as Ship's Boy and Captain's Servant on HMS *Monmouth*, aged seven. He served with distinction under Captain Cook in peacetime and Admiral Nelson at war, and was, by all accounts, a brilliant navigator. Even so, heading for Timor in Indonesia (the closest European settlement) by crossing over 3,500 nautical miles of ocean in a barely sea-worthy boat with no charts or marine chronometer was audacious in the extreme.

Their first stop was Tofua, a tiny island 30 nautical miles away, where they attempted to augment their meagre rations. The island's hostile inhabitants attacked them, however, and John Norton, Quartermaster on the *Bounty*, was killed. They were chased from the island



GREAT ADVENTURES CAPTAIN BLIGH

by several canoes, but managed to distract their pursuers by lobbing clothes overboard.

Still hopelessly under provisioned – but with one less mouth to feed – Bligh then went west towards the northern tip of Australia. En route, he led the first European passage through the islands of Fiji.

A meticulous cartographer, Bligh sketched the coastline of the Yasawa archipelago but, nervous after the Tofua attack and having previously heard rumour of cannibalism in Fiji, he opted against stopping.

Negotiating the big swell of the open South Pacific in a boat where the freeboard (amount of wriggle room) was no bigger than a man's hand, was a nerve-destroying nightmare of unimaginable proportions.

All hands had to bail constantly to keep the boat afloat and, to avoid capsizing, the Helmsman's concentration couldn't waver for a second. Big seas, storms and torrential rain assailed them. Constantly soaked and exposed to the wind, the men were perpetually freezing – but the fresh rainwater did keep them alive.

ISLAND RESCUE

For a month, the men lived on a few ounces of bread a day and the occasional spoon of wine, but on 29 May they landed on – and named – Restoration Island, off Australia's east coast. Still 1,300 nautical miles from Timor, they fell upon the beach like men embracing salvation.

While island hopping north along the Great Barrier Reef, Bligh narrowly escaped a second mutiny when an altercation with Carpenter William Purcell erupted over food. It rapidly escalated until Bligh threatened Purcell with a cutlass. John Fryer and William Cole also became involved, but eventually the crew capitulated to Bligh's need to be obeyed. Fryer later said Bligh "was as tyrannical in his temper in the boat as in the ship."

With the boat barely afloat and morale sinking, Bligh successfully located Cape York. They sailed through the Endeavour Strait and out into the Arafura Sea in early June, and reached Coupang, a Dutch settlement on Timor, two weeks later. When they finally came ashore, 47 days after leaving Tofua, the crew were in a desperate condition, many unable to walk. David Nelson, the botanist, soon died from a fever. Bligh, desperate to reach Batavia and then Europe, bought a 10-metre schooner, HMS *Resource*, and the survivors set off on the 1,800-mile journey on 20 August.

In Surabaya, another altercation with his crew resulted in Bligh arresting Fryer and Purcell at bayonet point, and having them put in irons. However, on 1 October 1789, the unhappy ensemble finally arrived in Batavia. Almost immediately, Bligh departed for Europe accompanied by John Samuel and John Smith.

A court marshal cleared Bligh of blame for the loss of the *Bounty*, and the HMS *Pandora* was sent to hunt down the mutineers, many of whom had met grizzly ends. Of the survivors,

THE JOURNEY IN NUMBERS

6
Bottles of wine the castaways had when set adrift from the *Bounty*

12
The number of men who made it home again from the 19 who were cast off

32
Bligh's age when he became the *Bounty's* Commanding Lieutenant

47
The number of days that the 18-man crew were afloat

1,015
The number of breadfruit plants collected by the *Bounty's* crew

3,618
Nautical miles that Bligh navigated from Tofua, Tonga, to Coupang, Indonesia

10 were brought back to England, where four were acquitted, three pardoned and three hanged – a conclusion that Bligh missed because he'd been dispatched back to Tahiti on a second breadfruit mission.

The mutiny on the *Bounty* and Bligh's subsequent achievement in navigating a tiny, crowded launch over 3,500 miles from Tofua to Coupang, cemented his name next to those of Captain James Cook and Admiral Horatio Nelson as the most famous naval men of their generation. A plaudit even Bligh might have considered as compensation for being posthumously painted as a big-screen villain. 📺

GET HOOKED



Sail past Fiji's Yasawa Islands, and follow the course of Captain Bligh

TRAVEL

Sail through Fiji's Yasawa Islands with Awesome Adventures (awesomefiji.com), or visit Restoration Island. It has a population of one – an eccentric, welcoming Australian (www.restoration-island.blogspot.fr).

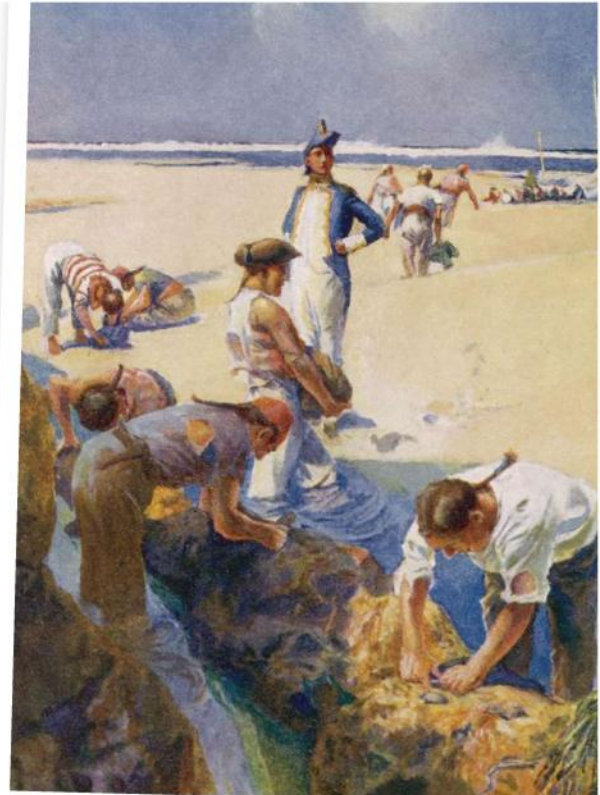
In the UK, head to St Tudy Inn, Cornwall, where Bligh is rumoured to have worked as a bouncer.

FILM

There are several films of the story – the 1984 version, *The Bounty*, focuses on both men's struggles post mutiny.

BOOKS

In Bligh's Hand: Surviving the Mutiny on the Bounty by Jennifer Gall is an excellent account of the epic journey.



MAKING WAVES

Bligh was sent on the *Bounty* mission because he was one of the few naval officers with hands-on experience of that region of the South Pacific. When Bligh and his crew went to Tahiti, it was just the third time Europeans had visited the islands. Fiji was completely unexplored when Bligh sailed non-stop through the islands during his small-boat trip.

8 BATAVIA Indonesia

A major port (now Jakarta) in the Dutch East Indies, where Bligh secures passage back to England. Three loyal crewmembers die here: Thomas Hall, Peter Linkletter and William Elphinstone.

7 SURABAYA Indonesia

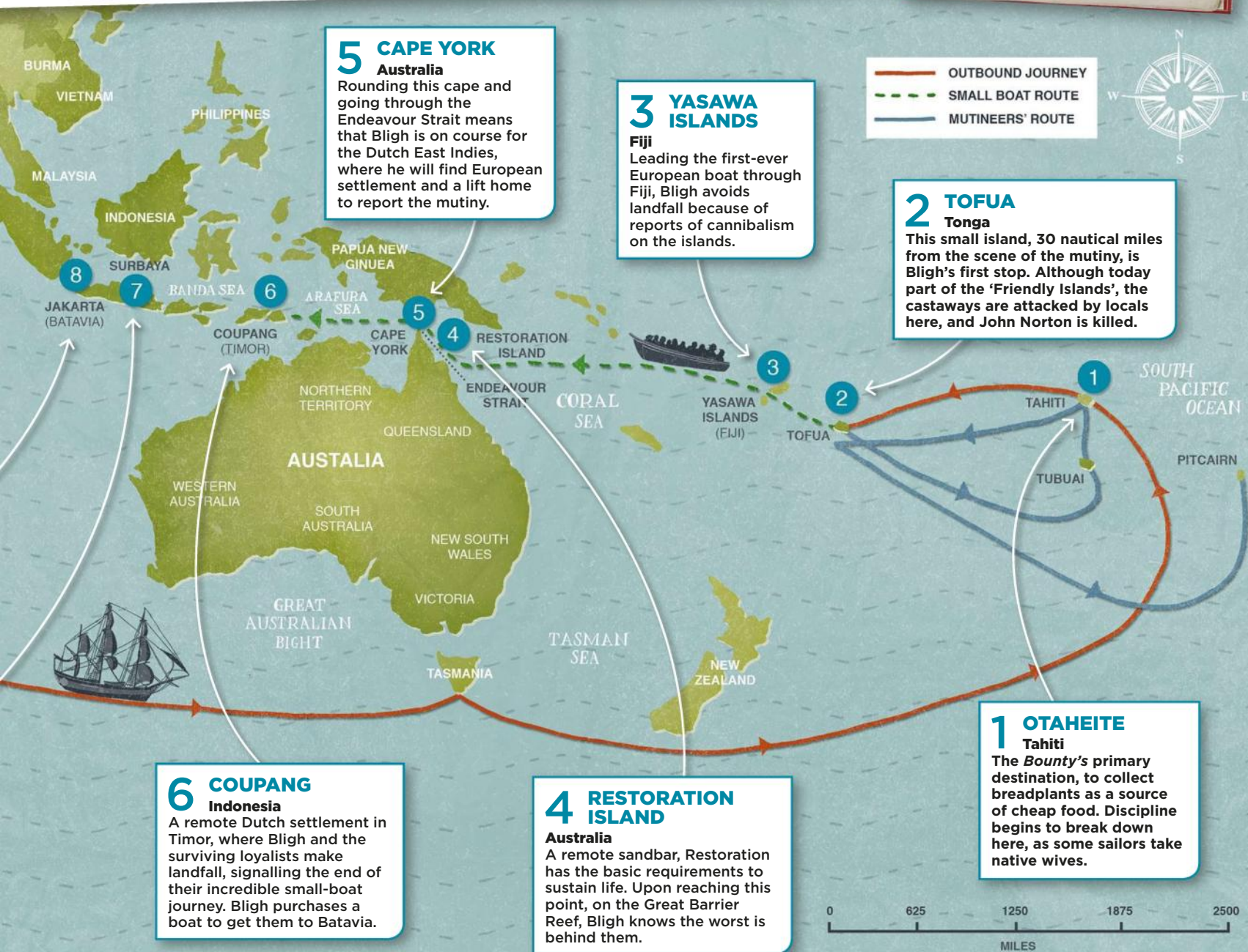
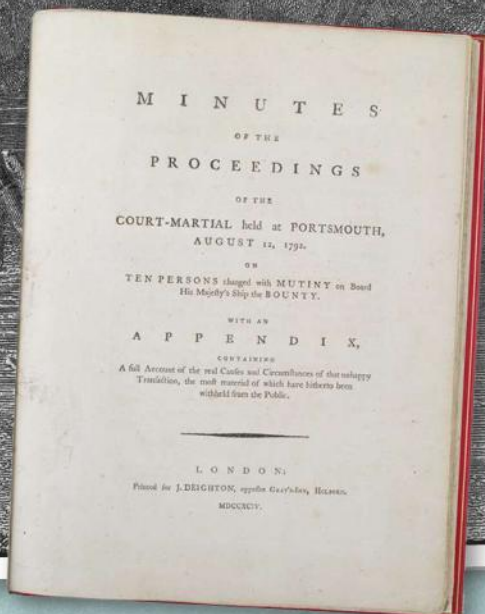
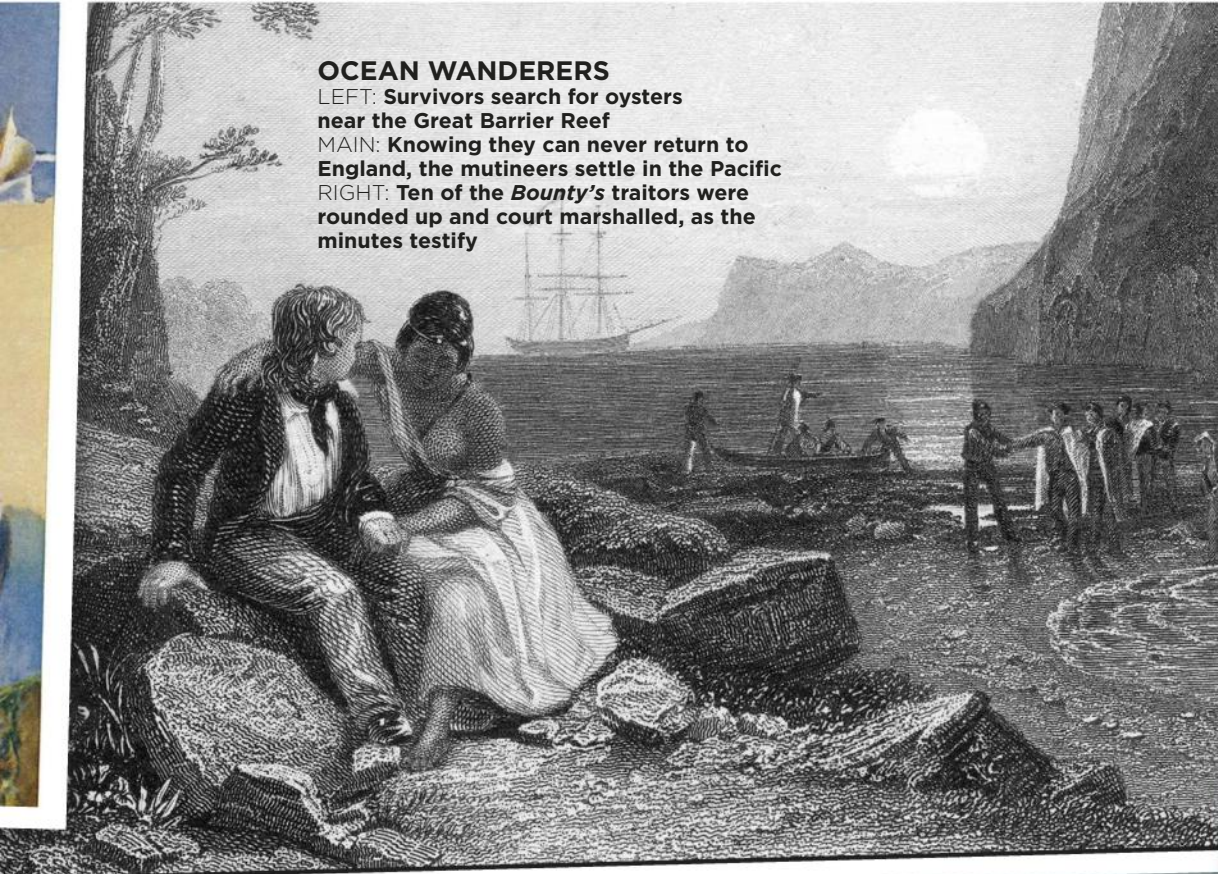
Scene of yet another confrontation between Bligh and his crew, which results in Fryer and Purcell being clapped in irons and thrown in the hold.

OCEAN WANDERERS

LEFT: Survivors search for oysters near the Great Barrier Reef

MAIN: Knowing they can never return to England, the mutineers settle in the Pacific

RIGHT: Ten of the *Bounty's* traitors were rounded up and court marshalled, as the minutes testify



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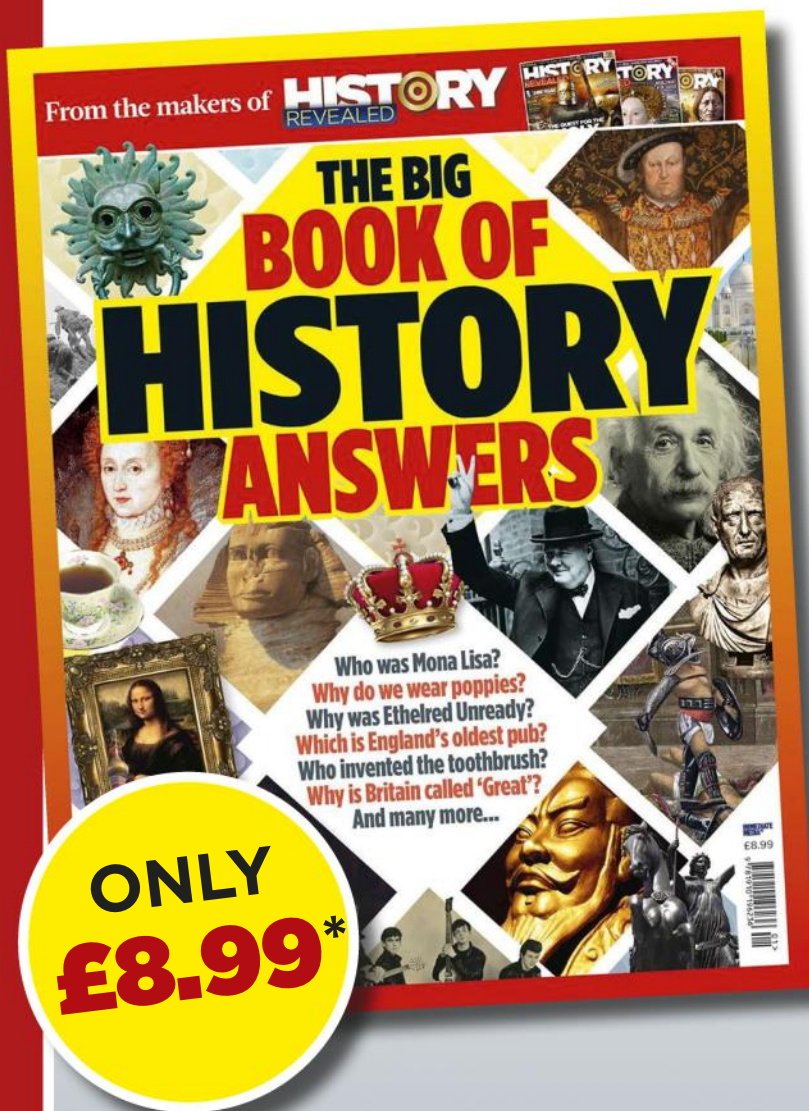
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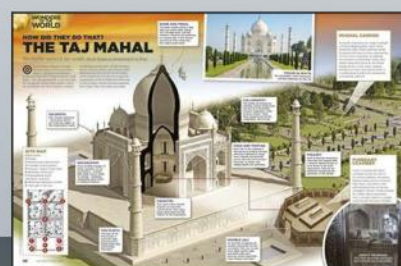
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“Never having failed, **I could not picture what failure meant...**”

Nellie Bly

“You do realise, if you join my unit your **expectations of a long life are very remote?**”

Major Hasler to the volunteers joining his Royal Marines Boom Patrol Detachment

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